MDOT
Michigan Department of Transportation

Five Year Transportation Program 2006-2010

JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GLORIA J. JEFF
DIRECTOR

January 2006

Dear Friend:

The 2006-2010 Five Year Transportation Program is more than a document; it is a commitment by the Michigan Department of Transportation (MDOT) to provide transportation services that ensure safe travel, help to create and retain jobs, enhance quality of life, and make Michigan more attractive to residents, businesses and visitors.

The 2006-2010 Five Year Transportation Program represents an approximate investment of $8.95 billion in MDOT's transportation system, including roads and bridges, nonmotorized transportation, and aviation, bus, rail, and marine/port programs. This five year investment strategy is a key component of a cooperative planning process that involves the state's Metropolitan Planning Organizations, Rural Task Forces, state and local government officials, public and private transit providers, organizations representing the customers and providers of transportation in Michigan, and the general public.

The 2006-2010 Five Year Transportation Program is an accounting of Michigan's transportation system stewardship. It begins to implement Governor Granholm's Jobs Today initiative to create employment opportunities statewide and help stimulate Michigan's economy over the next three years.

The Five Year Program also incorporates several new programs of importance to our state that were created with the Safe, Accountable, Flexible and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). These new initiatives include a new border infrastructure program, an increased emphasis on Congestion Mitigation and Air Quality, and the Safe Routes to School Program. SAFETEA-LU greatly increases both the dollar value and total number of congressionally-designated (or earmarked) highway and transit projects when compared with previous authorization periods. SAFETEA-LU includes 171 earmarked transportation projects for Michigan at a total value of $643,304,000. However, the federally available revenue has become significantly less flexible, which presents new challenges in addressing previously identified needs. It is our responsibility to administer a program that is fiscally responsible and continues to preserve and improve Michigan's transportation network.

As part of this Five Year Transportation Program, MDOT will invest over $618 million in preservation and capacity improvements statewide, utilizing Jobs Today and SAFETEA-LU funds. These projects will support an estimated 11,000 Michigan jobs and improve approximately 600 miles of pavement and more than 42 bridges.

Public involvement is essential to making the process work. For this reason, we hold "Listening Sessions" around the state to encourage public comment on the draft Five Year Program and make this document available on the MDOT Web site to reach as many citizens as possible. We value your input.

If you have questions about the Five Year Transportation Program and its impact on your community, I encourage you to contact one of MDOT's 26 local Transportation Service Centers (TSCs). A map showing our seven regions and TSCs appears on page 56 of this report. Specific TSC addresses and phone numbers can be found in the white pages of your local telephone directory or online at www.michigan.gov/mdot. To communicate directly with us, please call our toll-free telephone number at 1-888-296-4546, or e-mail at mdotdirector@michigan.gov.

We look forward to hearing from you.

Sincerely,

Gloria J. Jeff
Director

MDOT
Michigan Department of Transportation

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VOLUME VIII

January 17, 2006

Introduction

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Five Year Transportation Program

The 2006-2010 Five Year Transportation Program marks the beginning of the Michigan Department of Transportation's second century. MDOT's mission, as we begin our second 100 years, is to preserve manage and fully integrate our road system into the context of a 21st century economy and our responsibility is to coordinate a multi-modal transportation system.

The 2006-2010 Five Year Transportation Program anticipates Michigan's evolving economic and transportation needs by first ensuring that the MDOT will substantially achieve the State Transportation Commission's 1997 system preservation goal of 90% of state roads and bridges in good condition by 2007 and 2008 respectively.

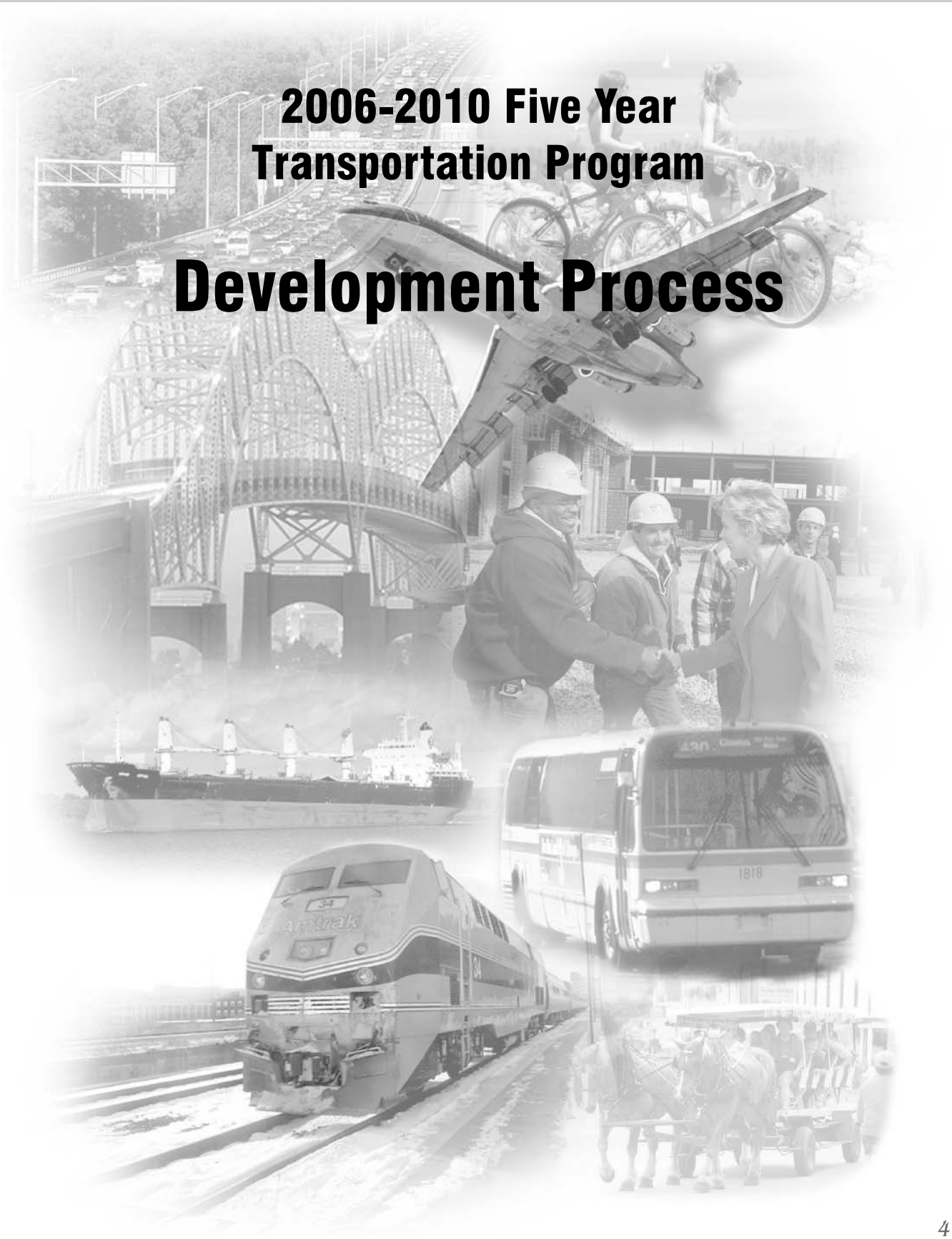
In total, this Five Year Transportation Program represents an approximately $8.95 billion investment in MDOT's transportation system. More than $6.7 billion of those funds will be invested in system preservation through the repair and maintenance of Michigan's roads and bridges. Each year, an average of $156 million will be invested in the aviation program and $272 million will be invested in the bus, rail and marine/port programs. An annual average of $1.36 billion will be invested in the highway program over the 2006-2010 timeframe, including routine maintenance and an average of $60 million per year for targeted safety improvements.

The 2006-2010 Five Year Transportation Program preserves and improves Michigan's transportation network in a fiscally responsible manner. Importantly, it also implements Governor Granholm's Jobs Today Initiative, as well as congressionally designated funds from the recently passed federal transportation reauthorization (SAFETEA-LU), to help grow Michigan's economy, make travel safer and improve the quality of life in Michigan communities.

As part of this Five Year Transportation Program, MDOT will invest over $618 million in preservation and capacity improvements statewide, utilizing Jobs Today and SAFETEA-LU funds. These projects will support an estimated 11,000 Michigan jobs, and improve approximately 600 miles of pavement and more than 42 bridges.

2006-2010 Five Year Transportation Program

Development Process



Development Process

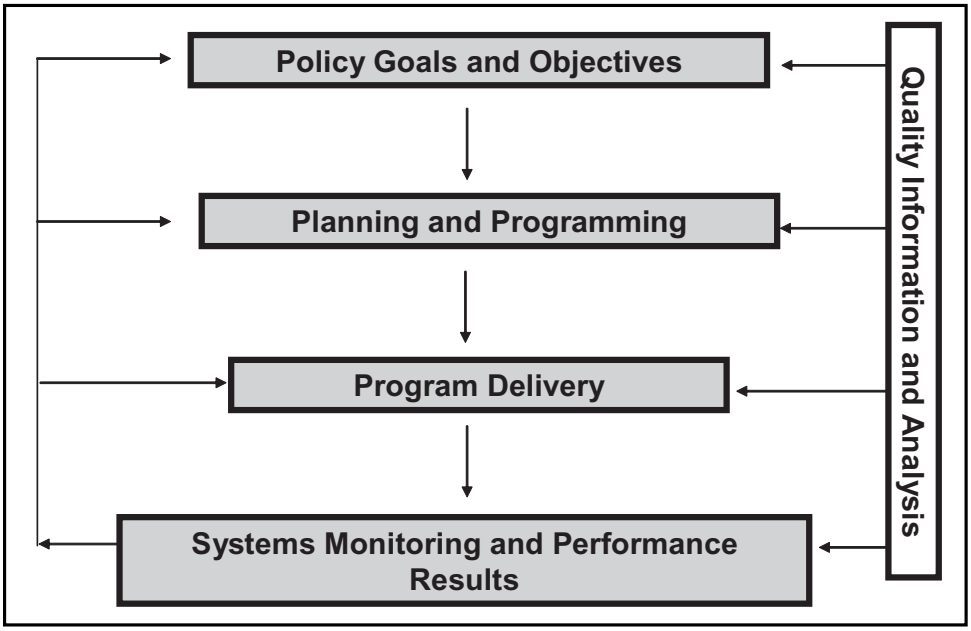
2006-2010

Five Year Transportation Program

The Five Year Transportation Program is a transportation plan that the Michigan Department of Transportation (MDOT) uses to communicate its capital program to Michigan citizens, to maintain stable program delivery, manage financing strategies, and ensure that the department meets its commitments to the motoring public. The program focuses on making government effective, efficient, and inclusive. It provides a safe and secure transportation system, protects natural resources and air quality, improves land use practices, and provides economic development opportunities as set forth in Governor Granholm's vision for improving the quality of life and growing Michigan's economy.

The Five Year Transportation Program is developed based on implementation of the goals and policies outlined by the State Transportation Commission (STC), emphasizing an asset management approach to preserving the transportation system and providing safe mobility to travelers. Transportation asset management is a strategic approach to maximizing the benefits from resources used to manage the transportation infrastructure. It involves collecting data for the physical inventory of our surface transportation system and managing current conditions based on strategic goals and sound investments. The following flowchart highlights the important characteristics of transportation asset management.

Asset Management Concept

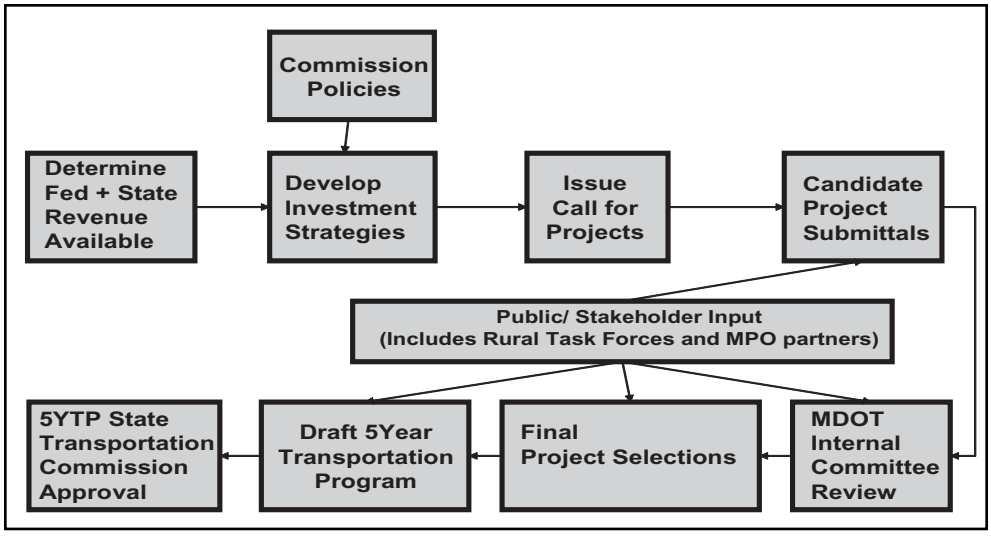


Overall guidance for asset management is provided through explicit policy goals and objectives established by the STC. Integrated analysis of options and tradeoffs investigates how best to meet the needs of customers while responding to policy goals and objectives. Decisions on resource allocation among programs and investment options are made consistent with policy guidance and the results of alternative analyses. Once decisions on resource allocation are made, they are implemented through delivery of services and projects. The entire process is supported by continual system monitoring and performance measurement. This information is used to update each step of the process in future years, through a feedback mechanism. Quality information and analysis supports each step of the process.

The Five Year Transportation Program is an integrated program that includes highways, bridges, public transit, rail, aviation, marine, and non-motorized transportation. The highway portion is a rolling five-year program; each year a new fifth year is added and program/project adjustments are made to other years. This document only pertains to that portion of the programs that MDOT delivers, and does not account for those portions that are delivered locally with state and federal funds that are directly controlled by local agencies, such as transit agencies or county road commissions.

Five Year Transportation Program

The Five Year Transportation Program development process is a year long, multi-stage process as shown in the following flowchart.



2006-2010

Five Year Transportation Program

Determine Estimated Federal and State Revenue Available

Total estimated revenue for the Five Year Transportation Program is a combination of federal and state revenue.

Federal revenue for public transportation and roads will now be determined by the new federal bill entitled: The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which was passed by Congress on July 29, 2005 and signed into law by President Bush on August 10, 2005. The previous federal bill known as the Transportation Equity Act of the 21st Century (TEA 21), expired at the end of Fiscal Year 2003, but was periodically extended until SAFETEA-LU was passed. During this time, MDOT used a conservative compounded annual growth rate that was applied to the last full year of federal apportionments in order to develop its Fiscal Year 2004 and Fiscal Year 2005 programs. Federal revenue for airport development is authorized through the "Vision 100" legislation which authorizes Airport Improvement Program spending through 2007.

State revenue used to develop the Five Year Transportation Program comes from the Michigan Transportation Fund (MTF), as estimated by MDOT and the Michigan Department of Treasury, Economic and Revenue Forecasting Division. The MTF collects state revenue mainly generated from fuel taxes and vehicle registration. Future year state revenue is forecasted using a long range forecasting model. The estimated state revenue also includes available bond proceeds and sales tax revenues placed into the Comprehensive Transportation Fund and the State Aeronautics Fund.

Develop Investment Strategies

Once estimated revenue is determined, MDOT allocates funding to ensure the effective usage of financial resources (federal and state revenues) on Michigan's transportation program.

The State Transportation Commission (STC) establishes policies, goals, and objectives that provide the basis for funding allocation decisions in the Five Year Transportation Program. For example, in 1997 and 1998, the STC established 10-year pavement and bridge condition goals to be achieved by the end of 2007 and 2008, respectively. After goals are established, improvement strategies are developed and funding is allocated annually in order to achieve these goals. MDOT's current investment strategy focuses investments on preservation of the existing transportation system and on the delivery of a limited number of capacity increase projects. The investment levels outlined in the Five Year Transportation Program support the direction established by the STC and facilitate the accomplishment of program priorities.

For the Highway Capital Program, the process for allocating funding to individual program categories is based on an approved transportation improvement strategy and needs analysis. Major program categories include: Repair and Rebuild Roads, Bridge, Maintenance, Capacity Increase/New Roads, and Safety. Other program categories pertain to specific federal programs, such as Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement, and Wetland Pre-Mitigation, as well as state programs, such as Program Development/Scoping, Advance Right-of-Way Acquisition, and State Railroad Crossings.

Each program category is monitored to ensure that the program is constrained within the department's anticipated revenue. The funding target development and monitoring process assist in setting the level of funding to achieve transportation improvement goals and provide a tool to constrain the overall statewide program to available revenues.

The investment strategy development process is different for the multi-modal programs that include public transit, rail, aviation, and marine/port. Annual budget development is determined based on federal formula funds and capital funding earmarks from the federal transportation bill, as well as annual state appropriations as guided by state law (for transit, requirements in Act 51 of 1951 pre-determine to a large extent how funds will be invested) and as determined each year by the Michigan Legislature. These earmarks and appropriations guide the type and levels of investments in the multi-modal programs.

Issue Call for Projects

MDOT issues an internal Call for Preservation Projects (Call) annually in January for the Highway Program. The Call letter and instructions are issued to all seven MDOT regions which are responsible for proposing preservation projects. The Call process guides the technical process of preservation project identification and is the mechanism used to implement STC policies and align the department with strategic direction. Key emphasis areas and strategic objectives are outlined and detailed technical instructions are issued. Target funding levels derived from the investment strategy are also included in the instructions to MDOT regions.

The Call currently includes the following preservation work programs: Road Rehabilitation and Reconstruction (R&R), Bridge R&R, Road and Bridge Capital Preventive Maintenance, Safety, Guardrail Replacement, Type II Noise Abatement, Carpool Parking Lot, Intelligent Transportation Systems, and Pump Station Capital Rehabilitation (new to this Call). MDOT regions are responsible for proposing all preservation projects, with the exception of Noise Abatement.

Capacity increase and new roads projects are selected and advanced through project development on the basis of statewide priorities. They are not handled through the annual call for projects.

Multi-modal programs follow a similar Call process, although not identical to the Highway Program. Annual programs are developed, as opposed to five-year programs, because investment strategies are largely dependent on annual budget appropriations determined by the legislature. Program development is not initiated until the funding level is known. The Call process generally involves MDOT soliciting transit, rail, airport, and marine agencies and providers to submit improvement needs for the next year.

Candidate Project Submittal

For the Highway Capital Program, regional improvement strategies for the road and bridge networks are developed by MDOT region staff using the Road Quality Forecasting System (RQFS) and Bridge Condition Forecasting System (BCFS) tools, as well as input from partners/stakeholders who keep in touch with MDOT regarding their needs. The RQFS and BCFS systems are software programs that forecast future pavement and bridge conditions based on certain pavement and bridge funding levels and strategies and are an important part of our asset management strategy. Once a recommended strategy is identified, candidate road and bridge projects are selected that are consistent with the strategy and funds available. Road and bridge candidate projects are identified in concert, so project timing can be coordinated.

Candidate projects are also selected for other highway program areas included in the Call process based on meeting the requirements and guidelines included in the Call letter. The other program categories include Safety, Guardrail, Noise Abatement, Carpool Parking Lot, Intelligent Transportation Systems, and Pump Station Capital Rehabilitation.

Project identification for programs that are not part of the Call is based on available revenue and needs justification.

Candidate project selection for multi-modal programs is accomplished largely at the local level. For the funds the state controls, MDOT solicits local agencies and providers by letter to develop an improvement needs list. Needs identification may also involve an application process as with certain freight programs.

Project selection decisions are guided by input received throughout the planning process and made in consultation with local, rural task force, and Metropolitan Planning Organization (MPO) partners. The development of a five year transportation program is an iterative process. Public involvement in project selection is sought for the fifth year (with a new year being added at the beginning of each fiscal year) and at adjustments along the way. For example, MDOT is represented at MPO meetings and presents candidate project considerations for the fifth year addition to the five year transportation program and any adjustments for review and comment.

MDOT regions also regularly participate in local public meetings to discuss MDOT projects (in 2004, approximately 200 public meetings were conducted).

Involving the public and local stakeholders is key to developing creative solutions to transportation issues. MDOT seeks public involvement throughout the process from corridor planning, project scoping, environmental assessment, and design.

MDOT Internal Committee Review

Candidate projects for the Highway Program are reviewed for consistency with region and statewide goals identified in the Call instructions to ensure that all relevant elements are accounted for, that the proposed fixes are realistic, and that the budget estimates to accomplish the given projects are aligned with anticipated revenue. This review is conducted by an internal inter-disciplinary team with expertise in various areas of program development. Review comments and feedback are submitted back to the regions. Any necessary adjustments are made to candidate projects.

Multi-modal projects are reviewed by MDOT staff. Factors in the review process include ensuring consistency with commission policy, compliance with standards, goal achievement, meeting eligibility requirements, degree of readiness, and available funding.

Project Selection

Projects are selected as candidates for the highway program after the regions meet individually with the internal review team and MDOT leadership. The review ensures that the projects support STC policies and objectives, support the MDOT strategic direction that is communicated in the Call letter, and is financially constraint to targeted funding levels. Results of this review process are summarized and presented to MDOT management and leadership for approval.

When making candidate project selections for the highway program, MDOT strives to design programs that have a balanced "mix of fixes" framework (program composed of various treatment alternatives, including preventive maintenance, rehabilitation, and reconstruction) as well as other strategic considerations. This may entail making adjustments to intervening year programs, not just the new fifth year of the Five Year Transportation Program.

For multi-modal projects, project selection differs from mode to mode and even within each mode. For example, the largest investment of state transit funds is done by formula specified in Act 51; there is no selection process per se. In contrast, project selection for state funded inter-modal terminals occurs throughout the year as potential projects become ready for funding and funds are available.

Projects remain in candidate status until the Five Year Transportation Program is approved by the STC.

Draft Transportation Program

Assembly of the draft Five Year Transportation Program begins after the Call process is completed for the highway program. At the same time, information about annual programs under development within the public transit, rail, aviation, marine and non-motorized transportation modes is compiled. Development of the multi-modal annual programs may be at different stages depending on the status of the annual federal and state appropriations process. MDOT strives to deliver a program for approval that clearly is consistent with STC policies and direction.

The key steps involved in the assembly and approval of the document include:

- Compiling highway projects within major improvement categories for listing within the document.
- Compiling anticipated program and project initiatives for the coming year for multi-modal programs.
- Outlining program revenue assumptions and investment strategies for utilizing the funding available.
- Documenting previous year accomplishments and progress toward approved condition and program goals.
- Identifying statewide program strategies and regional improvement strategies.
- Obtaining approval of the draft document by MDOT leadership and the STC.
- Posting of the draft document to the Web for public comment and conducting public listening sessions throughout the state for additional input on the program. Public involvement comments are documented summarized, presented at the following STC meeting and final approval of the document is requested.
- Submittal of the final Five Year Transportation Program to the Michigan State Legislature.

Public Involvement/Outreach Efforts Throughout the Process

One of the strengths of MDOT's program development process is the accessibility afforded by the Transportation Service Centers (TSCs), where stakeholders can contact MDOT at any time during the process. Public listening sessions are conducted after the draft Five Year Transportation Program is presented to the State Transportation Commission. The meetings are held at TSC locations throughout the state.

For example, approximately 200 people attended public listening sessions for the 2005-2009 Five Year Transportation Program. The attendees included 86 local government officials, 36 unaffiliated citizens, 33 community and business group leaders, and 80 state employees.

More formal public and stakeholder input opportunities exist throughout the process. Outreach and coordination occurs very early in program development, beginning with candidate project selection and continues through final project selection and review of the draft program. Stakeholders include the public, rural task forces, MPO partners, individual units of government, and the legislature. We are also improving the process of tracking public engagement at the regional level, thereby enhancing local communication and follow-up with transportation industry partners and the general public.

Michigan has conducted two transportation summits to gather valuable input from stakeholders and concerned citizens regarding our transportation system. The focus of the transportation summit is to continue to build on the collective vision for transportation in our state that addresses important issues like the economy, protecting our environment, and improving the quality of life for our citizens. On December 15, 2004, attendees at the second annual summit worked together on a set of action plans for the future of transportation in Michigan.

MDOT continues to emphasize and strengthen partnering efforts with transportation stakeholders and the general public throughout the Five Year Transportation Program. Workshops and stakeholder meetings are also conducted to incorporate context sensitive solutions into transportation projects.

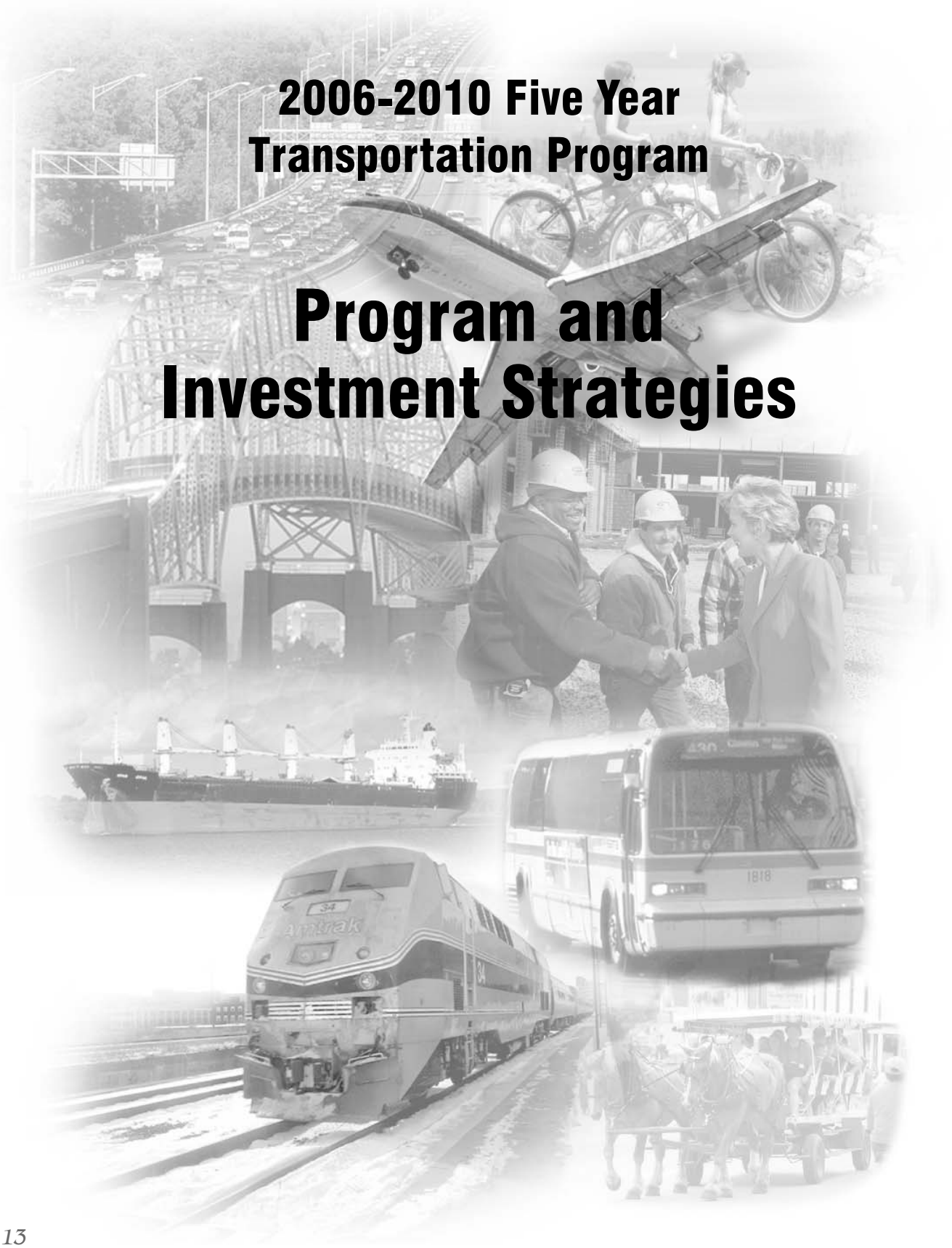
In addition, local outreach for aviation projects takes place during development and adoption of a master plan for each airport facility. A master plan must be approved by MDOT and the Federal Aviation Administration to be eligible to receive state and federal funds. Public hearings are held as part of the process of developing the plans. Additionally, funding for each project is approved in a public meeting of the Michigan Aeronautics Commission. Project selection takes place within the plan framework.

As part of our continuing public involvement, MDOT posted the draft 2005-2009 Five Year Transportation Program on-line during the week of December 13, 2004, for a short public comment period. MDOT's Web site provides a wide variety of information, including: construction project information, news releases, truck weight and transport permit information, and links for doing business with MDOT that include construction and service prequalification.

MDOT also provides over 35 on-line publications. Please visit our Web site at www.michigan.gov/mdot

2006-2010 Five Year Transportation Program

Program and Investment Strategies



Program

2006-2010

Five Year Transportation Program

The Michigan Department of Transportation (MDOT) FY 2006-2010 Transportation Program continues to implement the goals and policies outlined by the State Transportation Commission, emphasizing preservation of the transportation system and providing safe mobility to motorists. The program focuses on making government effective, efficient, and inclusive; providing a safe and secure transportation system; protecting natural resources, air quality, and improving land use practices; and providing economic development opportunities as set forth in Governor Granholm's vision for improving the quality of life and growing Michigan's economy.

MDOT will continue to emphasize and strengthen partnering efforts with transportation stakeholders and the general public throughout this five-year program. MDOT will also continue to implement processes developed at workshops and stakeholder meetings to incorporate context sensitive solutions into transportation projects, and we will hold public listening sessions on future Five Year Transportation Programs. We are also improving the process of tracking public engagement at the regional level, thereby enhancing local communication and follow-up with transportation industry partners and the general public.

Preservation of Michigan's existing transportation system and the safety of that system remain MDOT's highest priorities. This Five Year Transportation Program will invest more than $5.0 billion on system preservation through the repair and maintenance of Michigan's roads and bridges. In addition, more than half of the investment programmed for capacity improvements will go toward preserving existing roadway adjacent to those new lanes, thereby helping to grow Michigan's economy simultaneously through both preservation and capacity enhancement. Investments in Michigan's transportation system will focus on a comprehensive safety program and increased emphasis on elderly mobility and expanded work zone safety efforts.

Preserve First

The 2006-2010 Five Year Transportation Program continues the implementation of Governor Granholm's Preserve First initiative that began in 2003. The *Preserve First* program places an increased emphasis on preserving our transportation system rather than expanding it. Preserve First enabled substantial progress toward the future pavement condition goal of having 95 percent of the freeways and 85 percent of the non-freeways in good condition by 2007. Preserve First provides approximately $246 million in additional road and bridge preservation work over the next two years, beginning with the 2006 program. These projects were selected based on a statewide needs evaluation, focusing on freeways and routes carrying high volumes of traffic.

An additional $36 million will be directed to safety, enhancement and noise abatement programs for the period covering 2006-2007. Preserve First will help ensure continued progress and success in reaching the department's pavement and bridge condition goals.

Jobs Today

With this edition of the Five Year Transportation Program, we begin implementation of Governor Granholm's Jobs Today initiative. This initiative will create employment opportunities statewide and help stimulate the economy over the next three years. The Jobs Today program will advance work previously announced or add new work in 2006 and 2007. In addition to stimulating job growth, this investment will enable continued progress toward achieving and sustaining the department's state trunkline pavement condition goals.

Approximately $418 million in trunkline investments will be added or accelerated as part of this initiative and will be funded through additional bond revenue. Approximately $267 million will be for road and bridge preservation work and approximately $151 million will be for critical capacity improvements. From 2006 to 2008, this initiative will fund 145 projects, improving approximately 600 miles of pavement and 42 bridges, as well as address six capacity deficiencies.

With the Jobs Today investment, MDOT anticipates that 91 percent of the freeway system and 90 percent of the non-freeway system will be in good condition by the end of 2007. Viewed as an average of the entire system, 90 percent of our roads will be in good condition by the end of 2007.

Economic Benefits

Transportation plays a fundamental role in growing Michigan's economy and protecting quality of life in our communities. A safe, well-maintained and efficient transportation system provides the backbone for all economic activity within the state of Michigan. Without this comprehensive transportation system, Michigan's economy would be at a great competitive disadvantage and the quality of life within our communities would greatly deteriorate. MDOT's investments to maintain Michigan's complex infrastructure network results in benefits both for Michigan's overall economy and individual industry sectors.

In late 2004, MDOT, working with the University of Michigan and the Economic Development Research Group, completed an economic benefits assessment of its 2005-2009 Five-Year Highway Program[1]. This study, which was one of the first of its kind for a state DOT, estimated that MDOT's Highway Program would support 26,550 jobs in 2005 and generate $6.5 billion of inflation-adjusted Gross State Product for Michigan over the life of the program. Over the past year, the results of this study were shared with numerous transportation stakeholders, including the Transportation Commission, the Legislature, Metropolitan Planning Organizations, and other state DOT's at the American Association of State Highway Transportation Officials (AASHTO) Mississippi Valley Conference.

[1] Please note at the time this preliminary draft document was printed, final numbers from University of Michigan were not available.

Again this year, MDOT consulted with the University of Michigan's Institute of Labor and Industrial Relations and the Economic Development Research Group to assess the economic benefits associated with MDOT's 2006-2010 road and bridge program.To estimate the impact MDOT's road and bridge investments has on Michigan's economy, an economic/demographic model constructed by Regional Economic Models, Inc. (REMI) of Amherst, Massachusetts, was used and adapted by the University of Michigan.

The findings of the study show that in 2006, MDOT's road and bridge system investments will support $1.76 billion of economic activity (2004 dollars), measured in terms of Gross State Product, and will support 31,000 jobs. A large portion of these employment opportunities will benefit the state's construction industry, with the remaining employment benefits occurring in the professional services and business services sectors of the state's economy.

Employment Benefits of MDOT's Five Year Transportation Program

By Industry, 2006-2010

(Changes compared with baseline forecast)

Industry	2006	2007	2008	2009	2010
Total employment	**30,824**	**25,120**	**19,353**	**18,569**	**18,284**
Manufacturing	1,340	1,006	693	618	582
Out-of-state tourism	358	284	210	199	193
Construction	11,700	9,594	7,467	7,148	7,013
Professional services	4,000	3,176	2,308	2,191	2,147
Business services	2,099	1,715	1,296	1,222	1,180
Trucking	162	130	98	93	92
Other	11,165	9,215	7,281	7,098	7,077

Note: Out-of-state tourism consists of air transportation (54.5%), hotels (65.6%), recreation (11.4%), eating and drinking (8.0%), other retail (5.0%), and auto repair (2.9%).

Over the life of the 2006-2010 Five Year Transportation Program, MDOT estimates its investments will cumulatively provide $6.8 billion (2004 dollars) of real Gross State Product benefits.

When compared with the results of the department's previous 2005-2009 study, MDOT estimates its 2006 construction program will support approximately 4,500 more jobs and will increase the Gross State Product by approximately $200 million over 2005 estimates. These results reiterate the positive economic impacts MDOT's highway program investments are having on the state's economy.

MDOT's FY 2006-2010 program increases emphasis on providing every Michigan citizen with transportation choices and access, while maintaining and preserving our critical transportation assets.

Investments made on the multi-modal segments of Michigan's transportation system also contribute significant benefits to Michigan's economy. The American Pub-

lic Transit Association estimates that for every $10 million spent on transit capital investment, 314 jobs are created. Similarly, every $10 million spent on transit operations, creates an estimated 570 jobs. Based on these national findings, MDOT estimates its transit capital and local bus operational system investments will support 11,610 jobs in 2006 *(Source: American Public Transit Association, October 1999. Public Transportation and the Nation's Economy: A Quantitative Analysis of Public Transportation's Economic Impact).*

MDOT's Airport Improvement Program directly supports many sectors of Michigan's economy. Past studies have demonstrated that for every million dollars invested on aviation construction projects, 43 jobs are created. In 2006, MDOT estimates that its Airport Improvement Program will support approximately 6,923 jobs.

Combining the Road, Bridge and Multi-Modal programs, MDOT estimates that its 2006 Transportation Program will support approximately 49,350 jobs that which will directly benefit Michigan's economy.

SAFETEA-LU

On August 10, 2005, the Safe, Accountable, Flexible and Efficient Transportation Act: A Legacy for Users or SAFETEA-LU was signed into law. SAFETEA-LU is the long-awaited successor to the Transportation Equity Act for the 21st Century (TEA-21), which expired on September 30, 2003, and was extended 12 times by Congress.

SAFETEA-LU authorizes federal funding for surface transportation programs for Fiscal Years 2005 through 2009. When combined with enacted spending levels for Fiscal Year 2004, the six-year nationwide transportation spending authorizations will total $286.4 billion, representing an increase of more than 31 percent over TEA-21 levels. Under SAFETEA-LU, the six- year total spending on transit programs and projects will reach $52.6 billion, while spending on highway programs and projects will reach $233.9 billion.

SAFETEA-LU continues to build on the successes of previous surface transportation acts. A few highlights of the legislation are listed below.

- Michigan's donor state status was improved through an increase in the minimum guaranteed return on taxes Michigan motorists send to Washington, D.C. States are currently guaranteed to receive a 90.5 percent on every dollar of transportation taxes sent to Washington. The minimum guaranteed return will increase under SAFETEA-LU to 91.5 percent in 2007, and 92 percent in 2008 and 2009.
- As the name suggests, one on the primary focuses of SAFETEA-LU is on safety. Funding for safety programs nearly doubled when compared to TEA-21 levels. In addition, states are required to work with all major state and local safety stakeholders to implement a statewide safety plan, and empowered with new flexibility in effort to significantly improve transportation safety. Michigan is a recognized leader in this area, having already prepared a strategic highway safety plan. Much

of SAFETEA-LU's new focus on safety has been incorporated into the preservation element of our road and bridge program.

- A new program was created to direct funding to the nation's international border crossings. With some of the busiest commercial and passenger international crossings, Michigan will benefit from this program as we continue our work towards improving the safety, security and efficiency of these crossings.
- Enhanced opportunities for innovative finance will help leverage and maximize all available funding. SAFETEA-LU further expands available resources from non-traditional sources such as private activity bonds.
- More federal transit resources are directed toward creating additional opportunities for rural, low-income, disabled, and elderly populations. In addition, the share of capital funding going to bus systems (versus commuter rail systems) will be higher than it was under TEA-21.

Impacts to the Five Year Transportation Program

Federal revenue accounts for roughly half of the funding used to support our five year transportation program. The creation of new programs and the changing federal priorities included in SAFETEA-LU has presented unique challenges to our efforts to maintain continuity in the five year transportation program.

Within the federal highway program, there are a handful of funding categories (known as core programs) through which most federally aided projects are funded. The funding for these core programs in SAFETEA-LU grew at a slower rate than overall funding. Consequently, the core programs' share of total highway funding declined from 86 percent in TEA-21 to less than 82 percent in SAFETEA-LU.

While core programs were being reduced, both the dollar value and total number of congressionally designated (or earmarked) highway projects increased significantly. TEA-21 contained $11 billion worth of highway earmarks. This amount nearly doubled in SAFETEA-LU to $21.6 billion. Earmarked project funding comprises 11 percent of highway authorizations in SAFETEA-LU, up from only 6 percent in TEA-21.

A sizable portion of our core program funds essentially have been replaced with funding earmarked for specific projects and new programs. As a result, our federally available revenue has become significantly less flexible. This reduction in flexibility makes it more difficult to address needs that have been or will be identified through objective research, complicates the planning process, and also poses new challenges to attaining previously announced infrastructure goals.

FY 2006-2010
Revenue Assumptions

2006-2010

Five Year Transportation Program

Federal Revenue Assumptions for Highways

Highway capital program revenues for FY 2006 to FY 2010 include an increase in federal funding based on the recently passed federal reauthorization bill known as SAFETEA-LU. The obligation limit under SAFETEA-LU has been set at 85 percent for FY 2005 for all states and is estimated to average 90 percent over the life of SAFETEA-LU. FY 2006 to FY 2010 federal aid revenue is based on SAFETEA-LU obligation authority estimates provided by MDOT's Bureau of Transportation Planning. It is projected that $3.8 billion in federal aid obligation authority will be made available to the trunkline capital program for this Five Year Transportation Program.

SAFETEA-LU contained $643 million in congressionally designated projects and earmarks for Michigan. Of this amount, approximately $196 million was designated for MDOT highway projects and $244 million was designated for local agency highway projects. The remaining $203 million was designated for transit related projects. The department is committed to utilizing all available federal aid which is available to Michigan under the provisions of SAFETEA-LU. These earmarks will provide positive transportation and related economic benefits for every region of the state from I-75 in the Upper Peninsula to I-94 in Kalamazoo.

2006 Appropriations Bill

In addition to the earmarks contained within SAFETEA LU, the 2006 federal Transportation Appropriations Bill also earmarked approximately $20 million for transportation projects within the State of Michigan. These earmarks are being funded with a 2.75% takedown from the department's core federal programs (i.e., Interstate Maintenance, NHS, etc.). The department is presently working with our local stakeholders to coordinate the investment of these dollars for the projects that have been identified in the bill. The bill was signed on November 30, 2005.

State Revenue Assumptions for Highways

The state aid revenue estimate used to develop the 2006-2010 Five Year Transportation Program for highways is based on MDOT's share of the fiscal year 2005 and fiscal year 2006 Michigan Transportation Fund (MTF) as estimated by the Department of Treasury, Economic and Revenue Forecasting Division. Future year state revenue is forecasted using a Long Range Forecasting model by MDOT, Statewide Transportation Planning Division.

MDOT's state transportation revenues available from the state trunkline fund (STF), including routine maintenance, is estimated at $2.781 billion during the 2006-2010 Five Year Transportation Program timeframe.

This Five Year Transportation Program also includes new bond revenue. Approximately $260 million in new bonds is scheduled for 2006 to support the Preserve First Initiative. MDOT will also invest approximately $600 million in additional bonding to support funding for the Governor's Jobs Today initiative and SAFETEA-LU earmarks. The new bonding will be in the form of Grant Anticipated Revenue Vehicle (GARVEE) notes.

FY 2006-2010

Investment Strategy

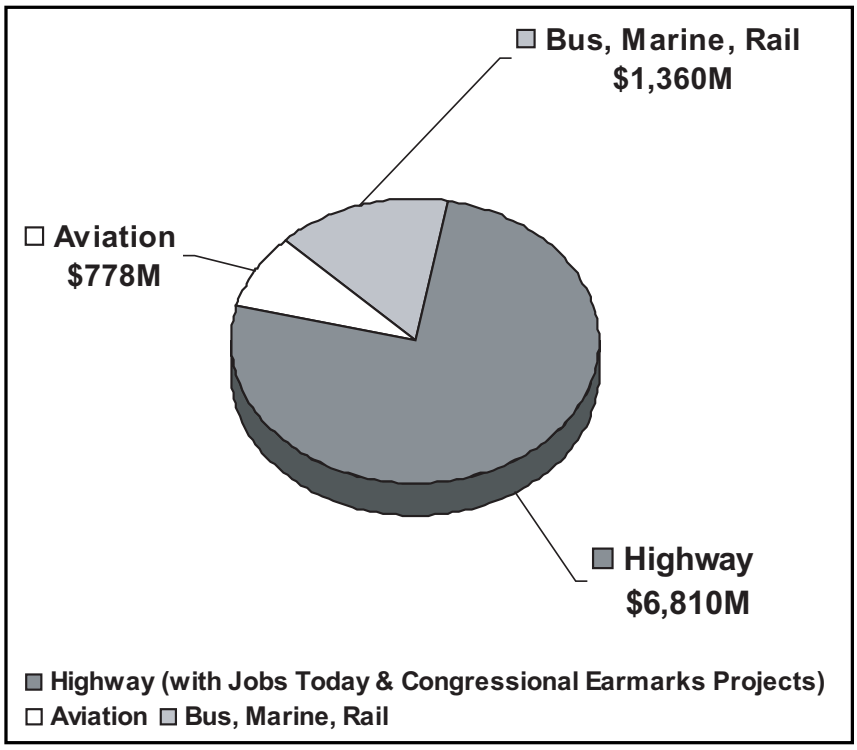
2006-2010

Five Year Transportation Program

This Five Year Transportation Program invests approximately $8.95 billion in MDOT's transportation system. This includes five years of investments in the highway program (Fiscal Years 2006-2010) and five years of investments in the aviation, bus, rail and marine programs. Each year, an average of $156 million will be invested in the aviation program and $272 million will be invested in the bus, rail and marine/port programs. An annual average of $1.36 billion will be invested in the highway program over the 2006-2010 timeframe, including routine maintenance. This investment level is not only fiscally responsible, but supports a program that ensures the preservation and improvement of our transportation network. See the following chart:

MDOT's Five Year Transportation Program

(Total = $8.95 Billion)



Investment Strategy

2006-2010

Five Year Transportation Program

Our five-year investment strategy is a key component of the cooperative planning process and provides the public with a longer term perspective regarding the transportation program. New technology makes it possible to combine long-term goals with current condition data to generate a five year program as well as integrate the data to coordinate road and bridge improvements and achieve new investment efficiencies.

The Michigan Department of Transportation (MDOT) FY 2006-2010 Highway Program investments will total approximately $6.81 billion including pre-construction phases (project scoping, environmental clearance, design, right-of-way acquisition) and construction projects. The total includes additional funds from the Governor's Jobs Today Initiative and SAFETEA-LU earmarks.

This five year transportation program will provide Michigan travelers with an average of approximately 345 miles of improved roads in each of the next five years, as well as repairs to an average of more than 300 bridges per year. We will also manage our road system by extending the life of more than 1,500 miles of pavement each year through the Capital Preventive Maintenance (CPM) program. The investment of the Five Year Highway Program totals $6.81 billion from FY 2006 to FY 2010 or an average of $1.36 billion annually. The following charts depict MDOT's FY 2006 - 2010 Road and Bridge Program Investment Strategy.

MDOT' 5 Year Highway Program

FY2006 to FY2010

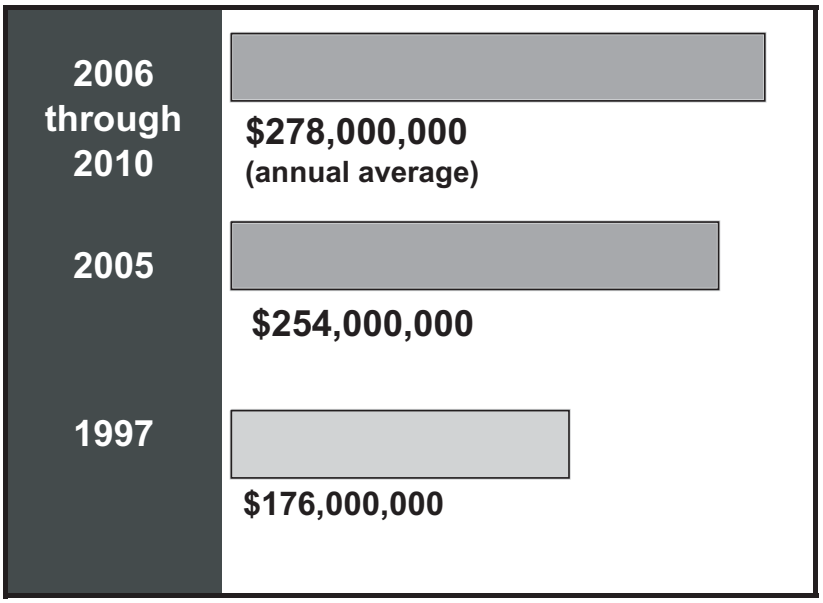
Draft as of 1/12/06

	Annual Average	5-Year Total
REPAIR AND MAINTAIN ROADS AND BRIDGES		
REPAIR AND REBUILD ROADS		
Preserve Rehabilitation & Reconstruction (1)	$ 420 million	$ 2,102 million
Non-Freeway Resurfacing	$ 8 million	$ 40 million
Passing Relief Lanes (1)	$ 6 million	$ 30 million
Capital Preventive Maintenance	$ 107 million	$ 533 million
TOTAL REPAIR AND REBUILD ROADS	$ **541 million**	$ **2,705 million**
REPAIR AND REBUILD BRIDGES		
Preserve Rehabilitation & Reconstruction	$ 131 million	$ 653 million
Capital and Scheduled Preventive Maintenance	$ 35 million	$ 178 million
Big Bridge	$ 18 million	$ 88 million
Special Needs (5)	$ 3 million	$ 15 million
Blue Water Bridge	$ 3 million	$ 15 million
TOTAL REPAIR AND REBUILD BRIDGES	$ **190 million**	$ **949 million**
ROUTINE MAINTENANCE	$ **278 million**	$ **1,391 million**
TOTAL REPAIR AND MAINTAIN ROADS & BRIDGES	$ **1,009 million**	$ **5,045 million**
CAPACITY IMPROVEMENT (CI) (2) AND NEW ROADS (NR)		
Capacity Improvements (1)	$ 74 million	$ 370 million
Research Capacity Improvements	$ 30 million	$ 148 million
New Road Construction (1)	$ 4 million	$ 19 million
Research New Roads	$ 4 million	$ 20 million
Border Infrastructure Program	$ 22 million	$ 110 million
TOTAL CI & NR	$ **134 million**	$ **667 million**
SAFETY PROGRAM (6)		
Signs	$ 14 million	$ 67 million
Markings	$ 13 million	$ 67 million
Guardrail and Attenuators	$ 5 million	$ 26 million
Signals	$ 9 million	$ 44 million
Safety Program	$ 19 million	$ 96 million
TOTAL SAFETY PROGRAM	$ **60 million**	$ **300 million**
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)	$ **30 million**	$ **150 million**
INTELLIGENT TRANSPORTATION SYSTEM (ITS)	$ **12 million**	$ **61 million**
OTHER		
Other Federally Funded Programs (3)	$ 59 million	$ 294 million
State Programs (4)	$ 58 million	$ 293 million
TOTAL OTHER	$ **117 million**	$ **587 million**
TOTAL FIVE-YEAR TRUNKLINE PROGRAM	$ **1,362 million**	$ **6,810 million**

Source: Estimated Capital Outlay Program Template

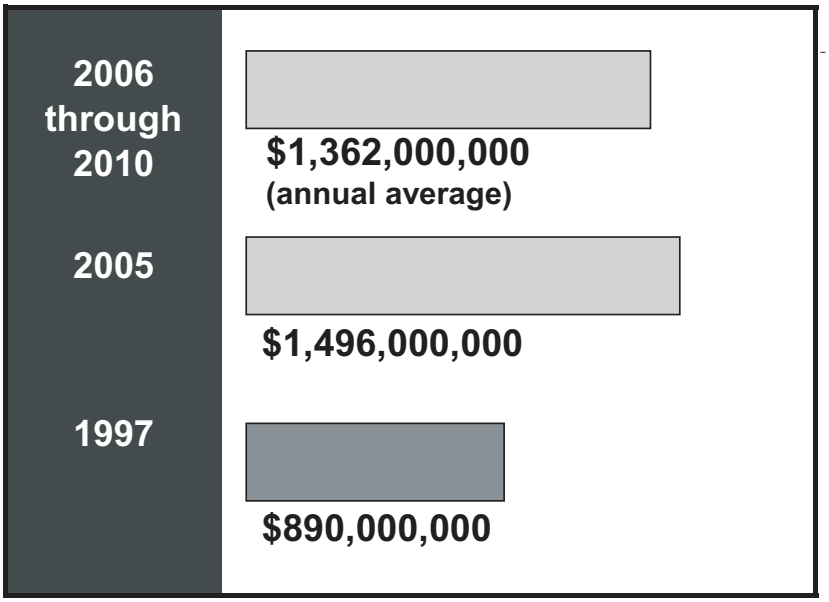
1. Projects list included in the Five Year Transportation Program document. Preserve First and JobsToday projects included.
2. A substantial portion of Capacity Improvement projets includes the preservation of the existing road.
3. Other Federally Funded Program include Enhancement, Railroad Crossing, Safe Routes to Schools, Noise Abatement, and other programs
4. State programs include Transportation Economic Development Fund - Category A (TEDF A), Advanced ROW acquisition, Michigan Institutional Roads (MIR) program, Non-discretionary "M" Program, State Railroad Crossing program, Program Development and Scoping.
5. Bridge Special Needs includes emergency bridge repair items found during inspection.
6. Additional Safety funds are utilized in other programs such as road Rehab & Reconstruction, Bridges, Capacity Improvements, and New Roac

Annual Routine Maintenance Budget

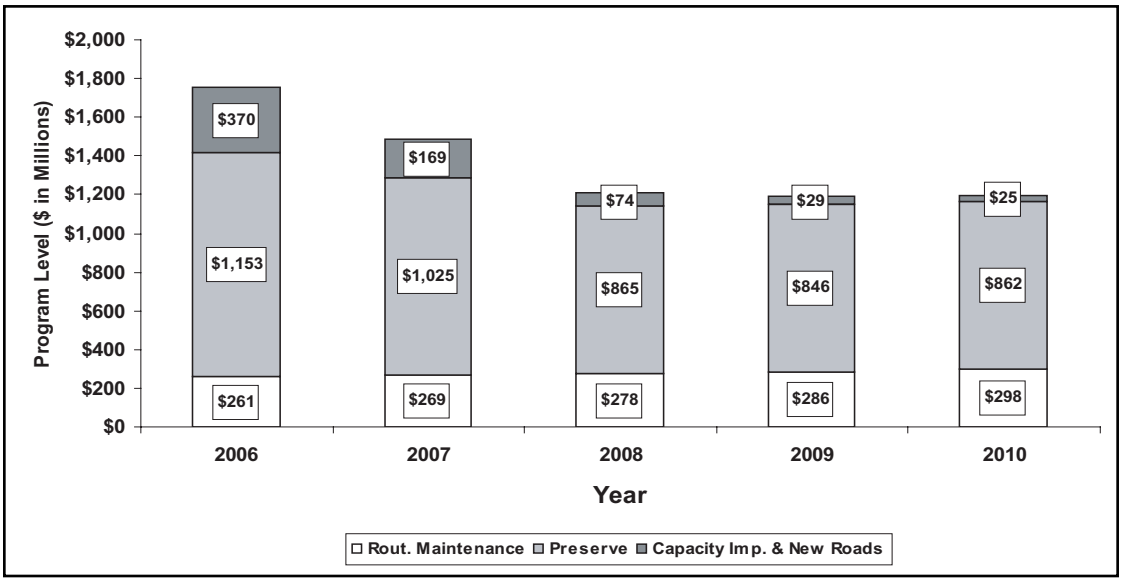


Beginning in 2006 and continuing through the life of this Five-Year Program, an average of $278million per year will be spent for routine maintenance. Routine maintenance consists of many important day-to-day activities including pothole filling, snow plowing, sweeping, and grass cutting. This effort continues the increased funding for routine maintenance beyond the $176 million spent in 1997.

Annual Road & Bridge Investments



Each Year from 2006 to 2010, MDOT will invest an average of $1.362 billion to improve approximately 345 miles of road and approximately 360 bridges on the state highway system. Routine Mainenance activities also are included in this investment level.

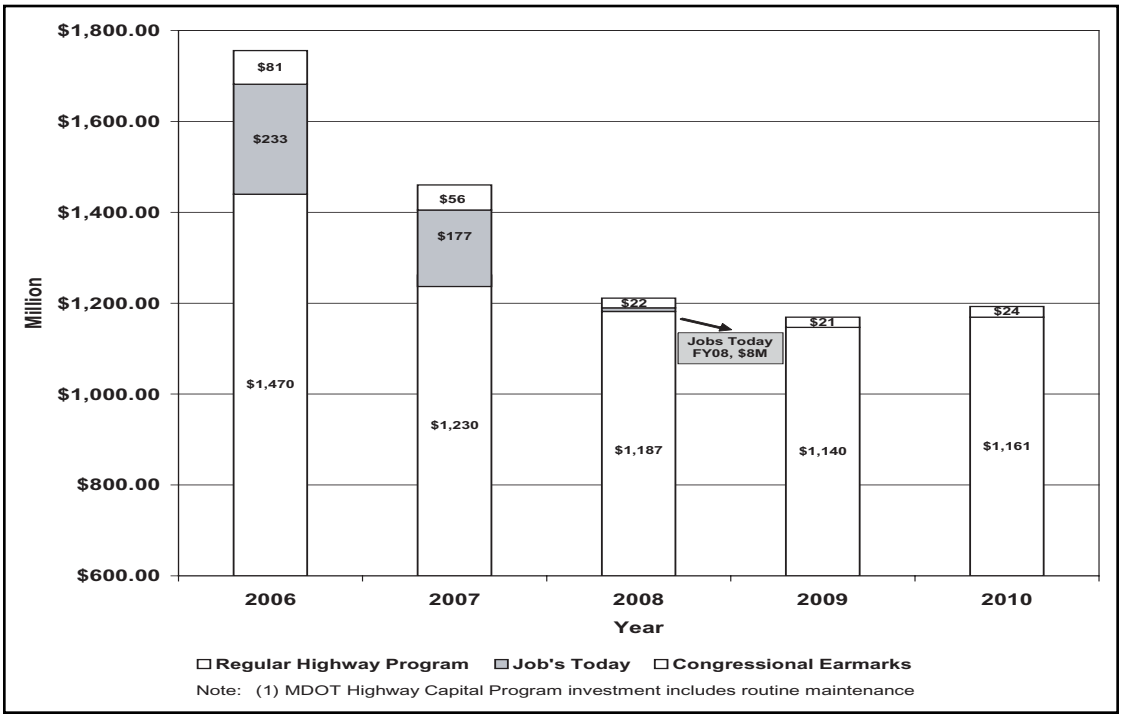


FY2006 to FY2010 Five Year Highway Program

with Jobs Today & Congressional Earmarks

The FY 2006-FY 2010 Highway Program continues to focus on preserving and maintaining the state's roads and bridges. This is accomplished through a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive capital preventive maintenance program, as well as routine maintenance. The above chart demonstrates the emphasis on preserving our system.

The following graph shows the FY 2006-2010 Highway program breakdown which includes the Jobs Today Initiative and Congressional Earmark investments.



FY2006 to FY2010 Five Year Highway Program (1)

with Jobs Today & Congressional Earmarks

Note: (1) MDOT Highway Capital Program investment includes routine maintenance

2006-2010 Multi-Modal Program
Investment Strategy

2006-2010

Five Year Transportation Program

MDOT's FY 2006-2010 Multi-Modal Program provides for capital and operating assistance, technical support and safety oversight of Michigan's air, rail passenger, rail freight, marine, intercity bus, charter bus, limousine and local transit sectors of the transportation system. The multi-modal program focuses on continued, safe and secure operation of the existing transportation system through routine maintenance, capital replacement/rehabilitation, and preservation of existing service levels.

MDOT faces several challenges in laying out a five year multi-modal program, including:

- Implementation of the program is subject to annual appropriation of state and federal funds. State appropriations for multi-modal programs, in particular the Comprehensive Transportation Fund (CTF), can be more volatile than the highway program appropriations.
- For the CTF portions of the program (Bus, Marine and Rail), annual appropriations are heavily guided by the mandates of Public Act 51 of 1951; MDOT's discretion is limited.
- Since much of the state's multi-modal infrastructure is owned and operated by local and private entities, MDOT investment strategy is largely a function of and in response to decisions made by entities other than MDOT.

As a result of these challenges, MDOT presents its five-year multi-modal program with the strong caution that the assumptions used to develop the program are subject to significant annual influences. Also, since project level decisions are largely made outside of MDOT and are made annually based on available funding, the multi-modal five-year program does not include project level information.

It is also important to note that the transit portion of Michigan's overall multi-modal program, is mainly governed by local entities. Statewide transit programs are a significant portion of the multi-modal program, however, only 20 percent of the federal transit operating and capital funding that comes to Michigan is apportioned to MDOT. The remaining 80 percent is apportioned directly to individual transit agencies; MDOT is not involved in programming or managing the funding and as such, the funding is not reflected in MDOT's program.

Multi-Modal Investment Strategy

MDOT's five-year multi-modal investment strategy is established on a program-by-program basis.

Aviation

MDOT's aviation programs will be supported by federal funds established by *Vision 100, Century of Aviation Reauthorization Act,* annual appropriations from the State

Aeronautics Fund and Airport Safety and Program Preservation (ASAP) bonds issued against the State Aeronautics Funds. The overall aviation program is largely determined annually in response to: a) local investment strategies established by individual airports consistent with the Michigan Aviation System Plan (MASP) and the Policy Plan for Michigan Air Service (PPMAS), both as approved by the Michigan Aeronautics Commission and b) federal priorities.

In general, state and federal aviation funds will be focused on:

- Preservation and maintenance of locally owned infrastructure.
- Safety and security (infrastructure and operations).
- Capacity improvement.

MDOT's investment strategy for aviation includes the following programs: Aviation Improvement, Air Service Program and All Weather Airport Access.

Airport Improvement Program

The Airport Improvement Program provides funding for approximately 236 public use airports for capital improvement projects and pavement maintenance. Of the 236 eligible airports, 93 airports receive federal entitlement funding as part of the National Plan of Integrated Airport Systems. As the majority of Michigan's public use airports that receive federal entitlement funds are owned and operated by local governments, projects using these funds are selected by the airports, not MDOT.

Air Service Program

The Michigan Air Service Program is designed to attract and maintain quality air service for Michigan's 17 airports with scheduled air service. MDOT specialists work directly with the airlines and Michigan airports to increase, recruit, and maintain levels of air service throughout the state.

All Weather Airport Access Programs

The All Weather Airport Access Program enables airports to be accessible to pilots during inclement weather conditions. This includes 36 state-owned Automated Weather Observing Systems (AWOS) which provide pilots with continuous weather information via radio, telephone and computer.

Additionally, this program includes pilot information systems at 52 Michigan airports. These systems allow pilots to check weather conditions at any airport in the United States.

Also, while not specifically covered in its five year investment strategy, MDOT's aviation programs will also include numerous aviation safety and education initiatives. Efforts will include: pilot safety seminars, an annual Aviation/Aerospace Teacher

Workshop, licensing of public-use airports, licensing of flight schools, annual publication of the Michigan Airport Directory and Aeronautical Charts, and quarterly publication of MDOT's safety publication, *Michigan Aviation*.

Bus, Marine and Rail

MDOT's Bus, Marine and Rail programs include local transit, intercity bus, passenger rail, marine, port and rail freight. These programs will be supported by annual appropriations from the Comprehensive Transportation Fund (CTF), the transit portions of the *SAFETEA- **LU*** and various other revenues.

Because of the significant annual variations in CTF appropriations, a total five year program amount is provided; i.e., five year investment levels are not provided for the individual Bus, Marine and Rail programs. However, a discussion of MDOT's investment strategy for each of the major Bus, Marine and Rail programs is provided below.

Local Transit

Investments for Local Transit are largely determined by detailed requirements set forth in Act 51 of 1951 for annual distribution of CTF revenues and the eligible uses of federal formula apportionments in SAFETEA-LU.

In general, state and federal transit funds are focused on:

- Preservation of existing services via state and federal operating assistance to service providers.
- Preservation and maintenance of the existing locally-owned infrastructure via distribution of federal funds and state match for routine vehicle replacement in rural areas and among specialized service providers.
- Support of local capital strategies established by individual transit agencies via matching federal capital grants for infrastructure replacement and rehabilitation, and including some capacity expansion.

To the degree funds are available annually, the five year program will largely consist of funding for operating and capital support to local bus operators that provide service to the general public.

Assistance will also be provided to support transportation services focused on the needs of senior citizens and persons with disabilities, and to help meet the transportation to work needs of low-income individuals.

A total 116 transit providers in all 83 Michigan counties will be provided support under these programs. The two most prominent local transit programs will continue to be:

- **Local Bus Operating***:* Act 51 mandates state funding for operational support of transit systems (including ferry boat operations) and federal formula funds for operating assistance to non-urban transit agencies.
- **Bus Capital:** State funds to match federal capital grants to MDOT and transit agencies and federal capital funds that are apportioned or earmarked to MDOT and subsequently passed on to individual transit providers.

Intercity Bus and Passenger Rail

MDOT's investment strategy for Intercity Bus and Passenger Rail is largely determined by:

- Detailed requirements set forth in Act 51 of 1951 for annual distribution of CTF revenues
- Eligible uses of federal formula apportionments (intercity bus) and
- Annual state budget boilerplate (passenger rail).

State intercity bus and passenger rail funds are focused on preservation/ maintenance of existing services by providing financial assistance to service providers, both operating assistance and capital assistance for maintenance and improvement of carrier-owned infrastructure.

Federal funds are focused largely on preservation of existing intercity services through operating and capital assistance.

To the degree funds are available annually, the five year program will include:

- **Intercity Terminals***:* State funding for intercity bus and/or rail terminals.
- **Intercity Service Development***:* State and federal funds to support intercity bus service in the Upper Peninsula and northern Lower Peninsula.
- **Intercity Bus Capital***:* State funds to support intercity bus capital needs, largely motor coach replacements.
- **Passenger Rail***:* State funds to support legislatively-mandated intercity passenger rail service and federal funds (if available) for rail passenger capital improvements.

While not included in the investment strategy, the intercity program also includes regulation of the commercial business activities of intercity, charter bus and limousine services.

Marine and Port

MDOT's investment strategy for Marine and Port programs are based on the detailed requirements set forth in Act 51 of 1951 for annual distribution/use of CTF revenues and the requirements of Act 639 of 1978. The marine program is focused on preservation/maintenance of existing local owned public ferry infrastructure as determined by the ferry authorities. The port program is defined by statutory mandate.

The programs in this category provide funding to eligible port authorities and to eligible transportation authorities which provide public ferryboat services.

To the degree that funds are available, Marine and Port services will include:

- **Port Development**: Statutory mandated operating support for the Detroit Wayne County Port Authority (DWCPA).
- **Marine Passenger*:*** Capital support to eligible transportation authorities providing for public ferry operations.

Rail Freight Services and Safety

MDOT investment strategies for rail freight are determined by a combination of:

- Investment decisions made by rail-dependent industries.
- Detailed requirements set forth in Act 51 of 1951 for annual distribution/use of CTF revenues.
- Federal highway funds available for local grade crossing as provided for in *SAFETEA-LU*.
- Available fund balance in the Michigan Rail Loan Assistance Program revolving fund.

Investments are focused on preservation/maintenance of the existing state owned infrastructure, safety improvements (capital) and economic development.

Under the Rail Freight Services and Safety programs, MDOT manages approximately 650 miles of state-owned rail lines operated by five railroad companies. MDOT provides loans and/or grants to railroad users to improve rail infrastructure and promote economic development.

To the degree funds are available, the five year Rail Freight program will include:

- **Freight Property Management-State-Owned Rail Line Management Program*:*** *V*egetation control along with bridge, culvert and crossing repairs on state-owned property.

- **Freight Preservation and Development*:*** Capital improvements on state-owned rail infrastructure to enhance rail service in rural areas and small towns throughout Michigan. Through the Economic Development program, financial assistance is offered to rail users in the development and/or expansion of business and industries.

The program offers financial assistance in the form of loan/grants covering up to 50 percent of the rail freight portion of the project when the rail improvement facilitates economic development.

- **Michigan Rail Loan Assistance Program (MiRLAP*):*** A self-sustaining revolving (no interest) loan program to assist the rail industry to preserve and improve Michigan's rail infrastructure and contribute to the stability and growth of the state's business and industry. Loans of up to $1.0 million per project can be used for track rehabilitation; bridge and culvert repair; new construction, transload facilities, and rail consolidation projects with a repayment period of up to ten years. The MiRLAP loans fund up to 90 percent of the rail portion of the project costs with at least a 10 percent funding match from the applicant.
- **Local Grade Crossing Program*:*** Provides local governmental units and railroad companies assistance with developing and implementing projects that enhance motorist safety at public highway-railroad crossings, including safety enhancement, closure, and surface repair pilot projects.

While not included in the investment strategy, the Rail Freight program will also include the regulation of public railroad grade crossings, approximately 5,000 of which are inspected biennially.

Multi-Modal Revenue Assumptions

There are several challenges to projecting out multi-modal revenues over a five-year period, including:

- MDOT's multi-modal programs are supported by a number of state and federal revenue streams, each one of which is subject to a separate set of influences.
- State revenue sources for the MDOT's multi-modal program are not constitutionally protected and therefore subject to re-direction or reversal back to the General Fund via legislative action.
- As noted above, the annual appropriations process plays a significant role in determining both the size and the configuration of the total program. All available revenues may not be appropriated each year. Keeping these challenges in mind, the following assumptions were used to estimate the revenue available for MDOT's multi-modal program over the next five years.

Federal Revenue Assumptions for Multi-Modal

Multi-modal federal revenue assumptions for 2006 - 2010 include the following:

- Continuation of current federal aviation funding. Federal funding for MDOT's aviation programs is based on the *Vision 100, Century of Aviation Reauthorization Act of 2003.*
- Moderate increases in federal transit funding apportioned to MDOT are based on SAFETEA-LU. The newly passed federal funding legislation also includes a $9.2 million High Priority Project bus replacement earmark to MDOT.[2]
- Federal funding for rail passenger and marine passenger programs are intermittent, based on congressional earmarks and special projects. For the purpose of this five year plan, no federal funding was included in the assumptions. As noted above (the footnote for the prior bullet), the New Starts earmarks in SAFETEA-LU are not included in MDOT's Five Year Program because it has not yet been determined if the projects will be a state or local lead.

State Revenue Assumptions for Multi-Modal

Multi-modal state revenue assumptions for FY 2006-FY 2010 include the following:

- Slight decreases in State Aviation Revenue appropriation levels due to reduced receipt of state aviation fuel taxes.
- Annual state aviation funding from Airport Safety and Protection Program bonds is included in the multi-modal program through December 2007 at which time the bond authorization expires.
- Continuation (i.e., no growth) of the FY 2006 Comprehensive Transportation Fund (CTF) appropriation levels, which are based on partial restoration of prior year sales tax reductions.
- Funding levels for the Michigan Rail Loan Assistance Program are based on anticipated loan repayments.
- Funding levels for the local rail grade crossing program are based on federal funding levels in SAFETEA-LU and continuation of the Act 51 mandated state funding levels

[2] Not yet included in MDOT's Five Year Program are the two New Start earmarks provided for SAFETEA- LU, including the $100 million for the Ann Arbor to Detroit Transit Improvement Project. It has not yet been determined if these projects will be a state or local lead.

Additional Information about SAFETEA-LU

Under SAFETEA-LU, MDOT should directly receive about an average of $32.0 million a year in federal transit operating and capital funds. The SAFETEA-LU increases for MDOT include:

✓ Section 5311 Non-urban Formula - apportionment to MDOT will nearly double over the life of SAFETEA-LU. The annual average apportionment will grow from $8.48 million from the previous federal bill to $15.89 million under SAFETEA-LU.

- ✓ There will be a $1.0 million average annual increase in Section 5310, Elderly and Persons with Disabilities Formula, apportionment to MDOT. The annual average apportionment will grow from $2.62 million from the previous federal bill to $3.65 million under SAFETEA-LU.
- ✓ The New Freedom Program and the Job Access Reverse Commute Program will each receive slightly less than $1.0 million per year.

While federal transit revenues for MDOT's multi-modal program will average about $32.0 million a year, MDOT's federal transit program as shown in annual appropriations bill is considerably higher than this amount - over $60 million per year. The excess federal authority is needed to accommodate the potential amount of large annual earmarks to MDOT or to the individual transit agencies. The transit agencies will request MDOT to apply for the funds on their behalf. The five-year program reflects continuation of the annual appropriations of $60.3 million, even though the amount is generally overstated each year.

2006 - 2010 Multi-Modal Program

For FY 2006 to FY 2010, MDOT estimates that it will invest an average of $428.00 million per year in state and federal funds its multi-modal program.

Successful implementation of these programs is dependent on the annual appropriations process and the efforts of airport authorities, transit agencies, private non-profit transportation providers, rail freight carriers, Michigan governments and businesses, intercity passenger carriers and others.

MDOT's Five Year Multi-Modal Program

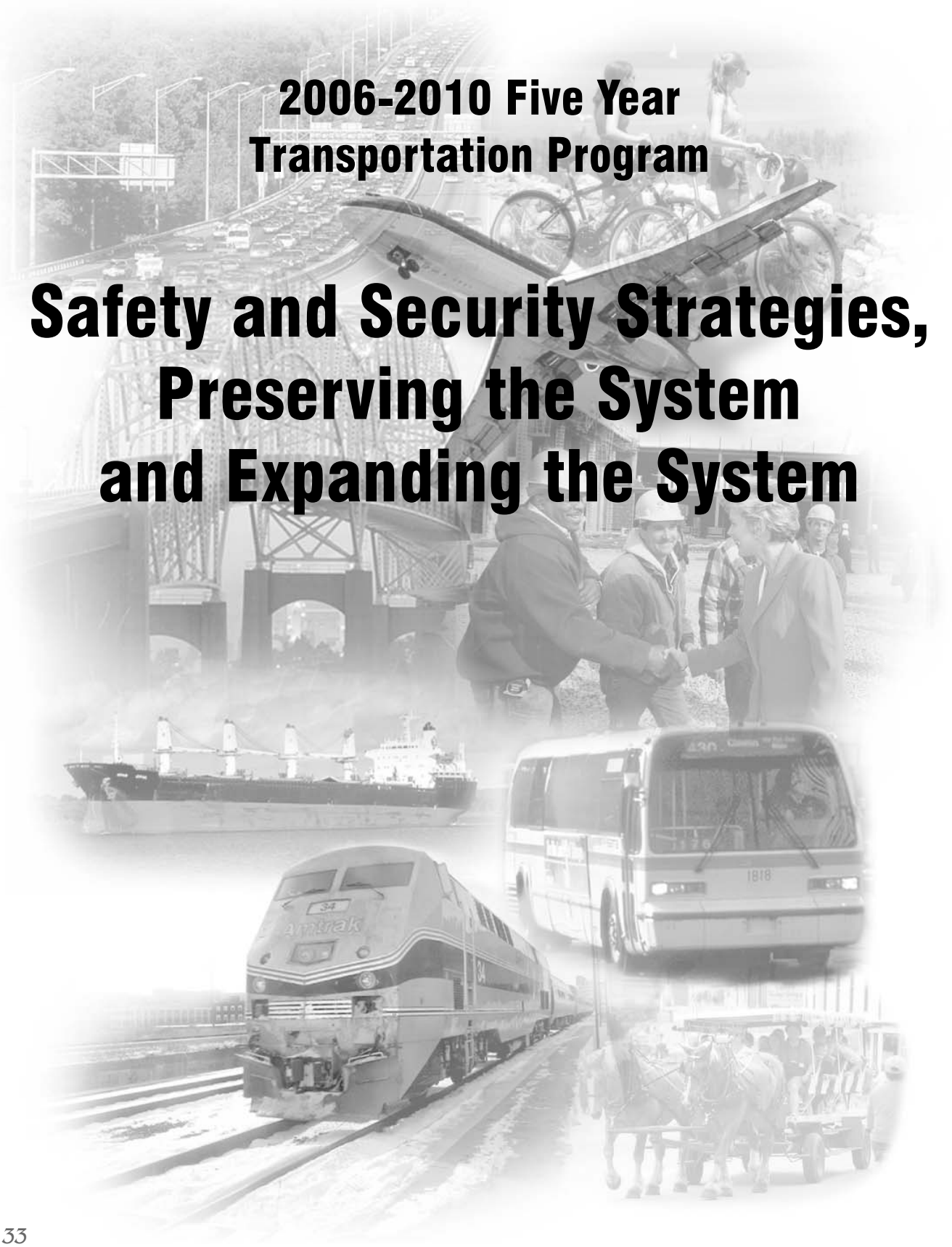
(Subject to appropriation of state and federal funds)

	Annual Average	Five-Year Total
AVIATION		
Aviation Improvement Program	$153.80 million	$769.00 million
Air Service Program	$ 1.00 million	$ 5.00 million
All Weather Airport Access Program	$ 0.74 million	$ 3.70 million
BUS, MARINE AND RAIL[3]	$272.02 million	$1,360.09 million
TOTAL	$427.56 million	$2,137.79 million

[3] Includes $25 to $35 million a year in excess federal authority included in MDOT's annual budget bill to allow for potential congressional transit earmarks to MDOT or to transit agencies that request MDOT submit the federal application on their behalf

2006-2010 Five Year Transportation Program

Safety and Security Strategies, Preserving the System and Expanding the System



Safety and Security Strategies

History of Homeland Security in MDOT

MDOT has been involved in the state's traditional emergency management for more than 50 years. Many recall the "civil defense" plans from the 1950s. Since then, an all-hazards approach to emergency management which included enemy attack has been used. Following the events of Sept 11, 2001, MDOT developed a Threat Assessment Team. This team has expanded to cover all modes of transportation to become the Transportation Risk Assessment and Protection (TransRAP) Team with a dual role as the Transportation Subcommittee for Critical Infrastructure Protection Committee.

Homeland Protection Board

Governor Granholm signed Executive Order 2003-06 forming the Homeland Protection Board. The Homeland Protection Board is responsible for the development, implementation, and revision of an effective and coordinated homeland security strategy. It is also responsible for the state's domestic preparedness including continuing to strengthen the state's capabilities to detect, prepare for, prevent, secure and protect against, respond to and recover from, any terrorist threats or attacks. Director Gloria Jeff is an appointed member of the Homeland Protection Board, representing the transportation sector.

In early 2004, through diligent work within MDOT, the Homeland Protection Board incorporated transportation into the State Homeland Security Strategy*. This inclusion has been used as an example for other states. In addition, MDOT continuously prepares to respond to terrorist incidents through its emergency planning, training and exercising efforts. Many state agencies, including the departments of Transportation, Military Affairs, Environmental Quality, Agriculture, and Community Health, have a critical role to play in Michigan's response and recovery plans.

The Critical Infrastructure Protection (CIP) Committee is an advisory committee that reports to the board. This committee works to determine interdependencies between sectors such as energy, water, agriculture, transportation, etc. One function of the Transportation Risk Assessment and Protection Team is to serve as a CIP subcommittee.

**For security reasons, details of strategies and plans are not being released to the public.*

Members represent MDOT's Aeronautics, Passenger Rail and Freight, Border Crossings, Highway and Roads, as well as Michigan State Police Motor Carrier Enforcement, Department of Labor and Economic Growth Motor Carrier Licensing and Department of Information Technology. This group assisted in the development and directs the implementation steps of the strategy.*

MDOT is actively participating in the protection of critical infrastructure with the state and federal agency partners in homeland security. The transportation strategy* remains focused on the protective measures for the international border crossings.

One component in providing this protection and coordination includes reviewing key transportation facilities and systems based on vulnerability and risk assessments. By objectively reviewing the likelihood and the susceptibility of hazards or threats, the impacts for the physical assets and the community can be quantified.

Homeland Security preparedness efforts must be designed to address the physical security enhancements at the border crossings while continuing to facilitate mobility. In Michigan, Critical Infrastructure and Key Assets at the state and local levels were identified during the assessment process.

Critical Infrastructures (CI) are the physical systems and assets so vital to the people of the state of Michigan or the nation that their incapacity or destruction would have a debilitating impact that would seriously weaken the state's security, economic stability, public safety or threaten the public health, safety, and welfare.

Key Assets (KA) are defined in the National Strategy for Homeland Security as: "Individual targets whose destruction would not endanger vital systems, but could create local disaster or profoundly damage our Nation's [States] morale or confidence."

Highways and Roads

MDOT is responsible for approximately 9,700 miles of state highways which includes Michigan's 1240 miles of interstate. By using our region boundaries, MDOT's all-hazard approach (which focuses on general preparedness rather than readiness for a specific type of disaster) reaches out to the local agencies through existing relationships with the municipal and county roads agencies as well as local emergency management coordinators. In addition to state highways, there are roughly 110,000 miles of local roadway. These highways and roads include 11,000 bridges throughout the state (4,300 of these bridges are under MDOT jurisdiction).

In order to keep state highways safe from terrorist attack, MDOT is actively reviewing the entire transportation network to closely evaluate how various components are connected and what risks exist from potential threats. Plans have been in place for some time now regarding threats to the state's highway system.

MDOT has evacuation routes and scenarios plotted out regarding the necessary closure of any part of the state's transportation network. This includes the need to redirect traffic from a major interstate in order to protect motorists or provide easy access into or out of a community along that freeway corridor. The plans, which were originally drawn up for weather-related catastrophes, have been used from time

to time to address problems caused by serious traffic accidents. These plans are kept up-to-date to ensure they are as complete as possible for any scenario that may occur.

Border Crossings and the Mackinac Bridge

Michigan's border crossings and international trade corridors are critical to the well-being of the local, state, and national economies and therefore critical to the national security.

It is Michigan's vision to establish and maintain a transportation border infrastructure network that allows for the seamless movement of people, goods, and services in a cost-efficient, timely, and safe and secure manner. MDOT continues to improve the protection, collaboration and coordination with homeland security agencies in the development, construction, and operation of border facilities.

MDOT shares the ownership of two of the three bridge border crossings (International and Blue Water bridges) with Canadian partners. The Ambassador Bridge is privately owned. There is also one vehicular tunnel crossing (Detroit Windsor Tunnel) and several rail and ferry crossing.

MDOT completed a second round of security assessments for the International Bridge, the Mackinaw Bridge and the Blue Water Bridge with partners from the federal government. Members of the federal team included military and economic specialists. These bridges are critical to the state's economy and to the national security. Each of the bridges received high marks from the team.

MDOT's original assessments from 2002 defined a strong path to follow and the federal team validated and verified the results. The Mackinac Bridge overall implementation of the assessment plan is one of the strongest in the nation and a model for other bridges. In addition, action plans* taken at these MDOT-owned bridges have been developed to respond to the Department of Homeland Security terrorist threat level.

Border Crossing Policy

The world's largest bilateral trade relationship exists between the United States and Canada, with Michigan positioned as a leader in international trade.

Goods and people moving across Michigan's borders significantly impact the economies of Michigan and Ontario, and the economies of the United States, Canada and other nations.

Recognizing Michigan's vision and common goals with Ontario to establish and maintain a transportation border that facilitates and encourages the seamless, safe

and secure transport of goods, people and services in a cost-efficient and timely manner, the State Transportation Commission adopted the following policy statements on October 28, 2004.

The Michigan Department of Transportation shall:

1. Work to assure adequate transportation capacity at Michigan's border crossings to facilitate, advance and, in part, provide for the seamless movement of people and goods between Michigan and Ontario;

2. Provide for the protection of and upgrade the transportation facilities on our borders through collaborative initiatives with the private sector and other governmental agencies to provide an appropriate level of redundancy among crossings and to ensure continued access for international trade and commerce between the U.S. and Canada;

3. Study needs for improving and expanding the transportation structures and infrastructures and identify advancing technologies through persistent research and analysis in order to continue to adapt to the demands of international trade and commerce;

4. Work to enhance cooperation, coordination, and communication with U.S. and Canadian border inspection and transportation agencies, local and regional governments, private operators, crossing users, neighborhoods, and other stakeholders affected by border crossings, in order to facilitate continued improvement to both the mobility and safety of border crossings;

5. Collaborate closely with state, local, provincial and private sector partners to proactively address topics of mutual interest that impact border crossings;

6. Work to increase federal funding for border transportation infrastructure capacity and safety improvements, and to use funding effectively to achieve the intent of this policy;

7. Work cooperatively with the other agencies responsible for improvements to border inspection processes, and encourage them to facilitate the movement of low-risk passengers and cargo.

8. Provide adequate inspection staffing levels, and implement the utilization of technological advancements that can reduce border transit times while enhancing security.

Trains and Buses

Studies have shown that the actual terrorism activity involving transportation on bridges is five percent. The remaining 95 percent of terrorist activity is on buses, passenger rail and subway trains. This is a major concern for any of these modes of transportation.

In Michigan, this includes:

- 180 carriers providing bus service
- Three routes designated for passenger rail travel
- More than 30 rail freight companies
- Local transit in 15 urban areas
- 20 ferry services including three international crossings

MDOT reviews interdependencies and coordinates with private agencies and local jurisdictions.

Motor Carrier

In the hazardous materials motor carrier sector, MDOT continues to work with the Michigan State Police and Michigan Department of Labor and Economic Growth. In 2001, there were more than 525 motor carrier licensing applications. Since 2002, the Michigan Public Service Commission has included specific applications for hazardous materials licenses. MDOT is the hazardous materials routing designation agency, and Michigan State Police is responsible for enforcement.

The goal in hazardous material transportation is to deny the terrorist the ability to use legitimate businesses, infrastructure or vehicles as weapons.

Aviation

In Michigan, there are approximately 236 airports for public use. Half of the airports are publicly owned, and the other half are privately owned. MDOT's Aviation staff provides security training through safety seminars, educational services and aviation events as well as working with the Federal Aviation Administration (FAA).

The U.S. Department of Homeland Security's Transportation Security Administration regulates and enforces security for passenger air transportation.

Information Technology

MDOT is connected to the transportation system electronically in many ways such as the Michigan Intelligent Traffic System (MITS) in the Metro Detroit area and voice and data communication. MITS can assist in moving traffic efficiently during emergencies and crisis situations.

MDOT partners with the Department of Information Technology to assure secure connections and maintain data backup and recovery systems. MDOT continues to update the business continuity plan and the disaster recovery plan in regards to IT needs.

Protection for Transportation

MDOT has identified vulnerabilities and leveraged "best practices" to minimize them. Current strategies and plans are regularly reviewed and updated as part of incident management. MDOT staff works with others on overlapping issues to be proactive and adaptive.

Safety and Security Strategy and the State Long Range Plan

The goals of the state long range plan provide direction for all transportation programs using federal funds. Promoting the safety and security of the transportation system for users and passengers, pedestrians and motorized and non-motorized vehicles is one of our goals.

To improve the safety and security of our transportation system, MDOT is working with other organizations specifically to improve the security of our transportation system. In the wake of the September 11, 2001, terrorist attacks, that effort will continue. The safety of our transportation systems is a fundamental decision and consideration in every transportation investment every project MDOT undertakes. MDOT will also continue to work closely with other organizations to improve transportation safety.

One of major strategies is to focus our investment on corridors of higher significance. These corridors provide higher levels of support to the state and national economy, and to the movement of goods, services and people. The importance of these corridors requires that we rebuild and modernize them, and ensure the highest level of safety and security within them.

MDOT is also developing is a comprehensive approach to the safety and security of the state's border infrastructure. Protecting these facilities while ensuring the efficient movement of people and goods between the U.S. and Canada, is critical to the economic health of the state and the nation.

Changes in transportation technology, such as Intelligent Transportation Systems (ITS) and alternative fuel vehicles, will also have an impact.

We must continue to be concerned about the impact of transportation on our natural and human environment and we must improve the safety and security of our transportation systems.

Traffic Safety Goals and Strategies

The department, working in partnership with other state agencies through the Governor's Traffic Safety Advisory Commission, has adopted the State of Michigan Strategic Highway Safety Plan. This plan includes the goal of reducing fatalities on all Michigan roadways to 1.0 per 100 million vehicle miles traveled by 2008. The 2004 statewide rate was 1.14 per 100 million vehicle miles traveled while the nationwide average was 1.5. On the state trunkline system the rate in 2004 was 0.93 per 100 million vehicle miles traveled and 1.37 on Michigan's local road system. In response to the reduction of fatalities, the Department was awarded The American Association of State Highway Transportation Officials (AASHTO), 2005 Safety Leadership Award for "Driving Down Fatalities."

In order to maintain this goal, the department will continue its comprehensive $60 million Safety Program to provide:

- Improved driver guidance,
- Warning for motorists who leave the roadway,
- Minimal consequences of leaving the roadway,
- Improved safety at identified locations and
- Uniform application and replacement of traffic control devices for the efficient and safe operation of our roadway system.

With the addition of safety as a separate goal, the department has identified five focus areas. They include: Senior Mobility, Pedestrians, Traffic Operations, Roadway Delineation, and the Safety Improvement Program.

In 2001, 16 percent of all drivers were age 65 or over. By 2020, this number will increase to 25 percent. MDOT recognizes the influence of elder drivers and their impact on the safety and traffic operations of Michigan's roadways. The 2005 Safety Program implemented many efforts to improve driver safety including improved driver guidance through enhanced pavement markings, signing, and traffic signal visibility. The reflectivity and legibility of freeway guide signs and the width of pavement marking edge lines were increased for the benefit of senior drivers and improved overall driver guidance. These efforts are a direct result of the 2004 North

American Elderly Mobility Conference, sponsored by the Governor's Traffic Safety Advisory Commission. The conference featured best practices in the area of safety and traffic control devices.

In 2006, MDOT will adopt the box span signal display as its standard signal design.

This design provides enhanced motorist visibility, which will be a positive contribution to senior mobility. In addition, this design will improve the safety of maintenance workers and motorists when work is being performed on a traffic signal.

Brighter sign materials are continuing to be evaluated along Michigan's freeways. In 2005, MDOT changed the standards for yellow signs to incorporate the use of fluorescent yellow to improve the recognition and legibility of freeway warning signs. In 2006, the emphasis of sign evaluation will be on the remaining signs used by the department, which includes stop signs, yield signs and speed limit signs. MDOT's goal is to increase sign recognition with minimal or no budgetary impact.

Increased safety for pedestrians is another major concern of the department. MDOT has developed pedestrian signal guidelines for the uniform application of pedestrian notification devices including audible pedestrian signals. In addition, the department is evaluating countdown pedestrian signals to determine the appropriate placement criteria. Countdown pedestrian signals provide peace of mind and additional information to pedestrians on how much time is remaining to cross the roadway, allowing them to adjust walking speed.

Studies have shown properly timed signal systems improve corridor travel time, reduce individual intersection delay by 37 percent, and a nine percent fuel savings. Such improvements will address aggressive driving on our roadways. In 2005, 300 traffic signals in the Metro Region, including the city of Detroit, (both trunkline and non-trunkline) were retimed. It is important to periodically update major traffic signal corridors in order to ensure efficient operation. MDOT's proposed goal is to retime corridors every eight years. The current retiming cycle is 15 years.

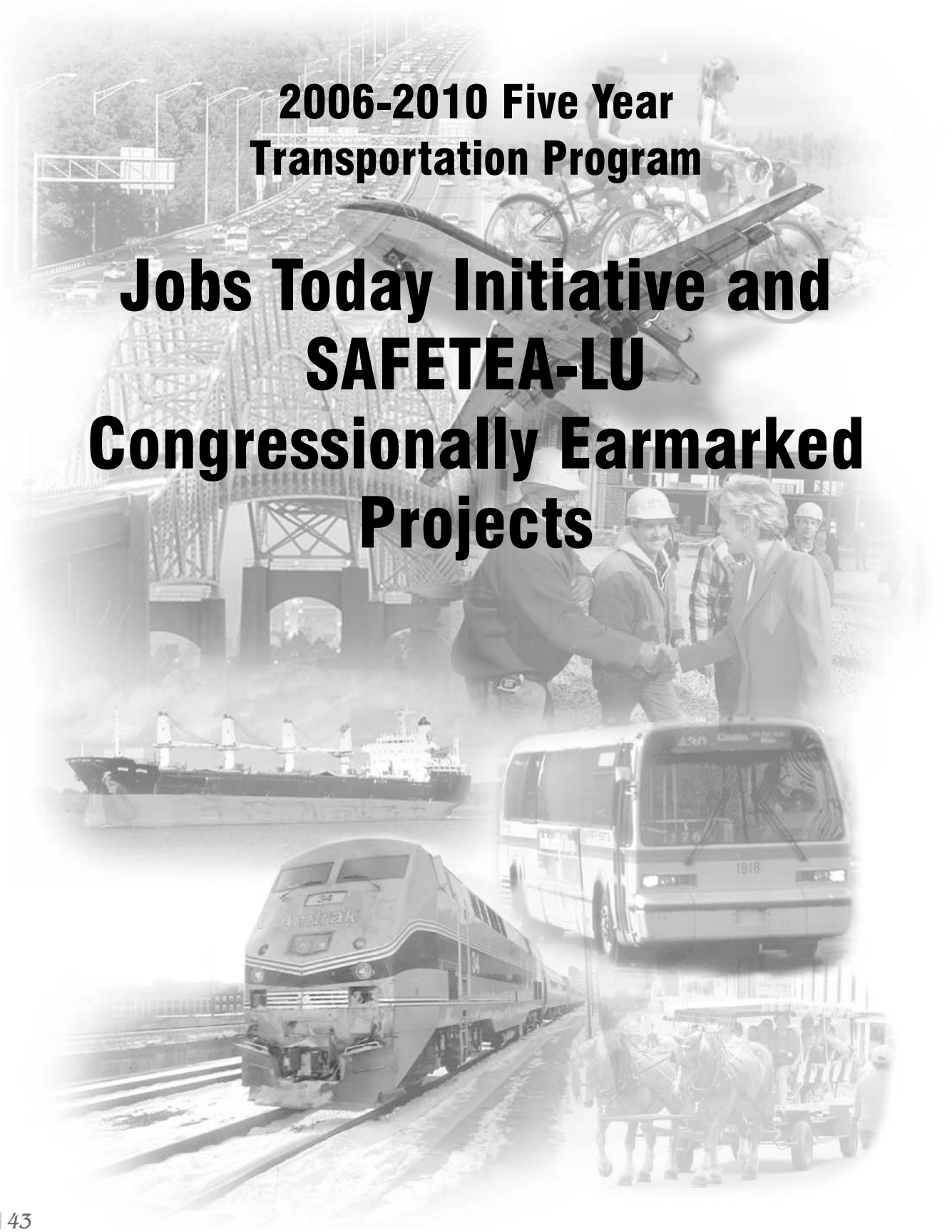
Another tool in our operations toolbox is the roundabout. This type of intersection treatment replaces traffic signals with a free-flowing traffic facility, which has been shown to significantly reduce intersection crashes when applied to appropriate locations. A roundabout was constructed in Macomb County at M-53 and 18 ½ Mile Road in 2005; another is being planned in 2006 for the I-75 and M-81 ramps.

For improvements to roadside delineation along freeways, the department will continue its efforts to install pavement markings with wider edge lines. The use of a pavement marking in a rumble strip has proven to act as a wet, nighttime delineation system. The department is in its third year of participating in a pilot project that involves installing pavement markings inside rumble strips. New standards require rumble strips to be placed closer to the travel lane. The combination of closer rum-

ble strips and improved pavement markings provides a positive nighttime delineation system. Typical pavement markings do not function fully when covered by a film of water. Additional roadside delineation in the form of larger and brighter delineators is also being evaluated.

The Safety Improvement Program has been proven successful with the construction of road improvement projects in response to traffic crash analysis. These projects typically involve improving safety at high crash intersections and short corridors. Because of this success, the department proposes increasing the existing $19 million budget.

The Local Agency Safety Initiative is an addition to the Safety Improvement Program to address the crash fatality rate on the local road system. MDOT staff members are assisting interested counties and municipalities in identifying high crash locations on their road systems. A goal of the initiative is to provide matching funds to local roadway authorities beyond what is currently available from the department for safety measures.



2006-2010 Five Year Transportation Program

Jobs Today Initiative and SAFETEA-LU Congressionally Earmarked Projects

Jobs Today Initiative and SAFETEA-LU Congressionally Earmarked Projects

A safe, well maintained and efficient transportation system provides the backbone for all economic activity within the State of Michigan. Through the Jobs Today Initiative and available earmarks from SAFETEA-LU, the MDOT will invest approximately $618 million of additional state trunkline work over the next five years. Approximately $418 million through Governor Granholm's Jobs Today Initiative and $200 million from SAFETEA-LU earmarks will be invested in the 2006-2010 Five Year Transportation Program. MDOT estimates these investments will support approximately 11,000 jobs and will create a safer and more efficient transportation system for the residents, businesses and visitors of the State of Michigan. With this additional investment, MDOT anticipates the total FY 2006 highway capital and maintenance program will be $1.78 billion. The estimated FY 2007 highway capital and maintenance program will be $1.46 billion.

2006-2010

Five Year Transportation Program

THE JOBS TODAY INITIATIVE: In support of Governor Granholm's Jobs Today Initiative, MDOT will add approximately $418 million of bonding to its 2006 - 2010 Five Year Transportation Program. These additional revenues will be utilized to advance system preservation projects and the construction of critical capacity increase projects. Approximately $267 million will be for road and bridge preservation work and approximately $151 million will be for capacity improvement work over the 2006-2008 three-year period. In addition to stimulating job growth, this investment will enable continued progress toward achieving and sustaining the department's state trunkline pavement condition goals.

Over the three year period, this initiative will fund 145 projects, improve approximately 600 miles of pavement and 42 bridges, as well as address six capacity deficiencies. In fiscal year 2006, Jobs Today will fund a total of 112 projects for an estimated cost of $233 million, improving approximately 520 miles of pavement and 39 bridges as well as address two capacity deficiencies. In fiscal year 2007, Jobs Today will fund a total of 32 projects for an estimated cost of $177 million, improving approximately 80 miles of pavement and three bridges as well as address three capacity deficiencies. In fiscal year 2008, Jobs Today will fund one project for an estimated cost of $8 million to address capacity deficiencies.

PRESERVATION: State trunkline road and bridge preservation projects included in the Jobs Today Initiative total approximately $267 million (64 percent of the $418 million Jobs Today program. This work is consistent with the Preserve First Initiative of protecting our existing transportation assets.

Funding is balanced between the freeway system, which supports Michigan's agribusiness and manufacturing economic sectors, and the non-freeway system, which connects to local communities.

This investment will create employment opportunities statewide and help stimulate the economy over the next three years (2006 – 2008). In addition to stimulating job growth, this investment enables continued progress towards achieving and sustaining the department's system condition goal. It focuses on areas of the state having difficulty achieving the department's pavement condition goals. To implement this initiative, MDOT will employ a mix of fixes (long, medium, and short term). Bid lettings will occur over a two year timeframe, which will allow for construction activity to occur in fiscal years 2006 through 2008.

SYSTEM CONDITION IMPACTS: For more information on system condition, refer to the Preserving the System section.

CAPACITY INCREASE: MDOT has identified capacity improvement projects that will be advanced to the construction phase as part of the Jobs Today Initiative. These projects include:

- M-59 in Livingston County
- I-96/Wixom Road interchange [4]
- I-94/Baker Road interchange
- I-196/Chicago Drive interchange
- M-24 in Lapeer County
- I-94 BL in Battle Creek

In addition to these six projects, MDOT will also invest in operational type improvements on or adjacent to the state trunkline system. The following projects will provide improved access to existing and/or planned developments which will support continued growth of 21st Century jobs across the state:

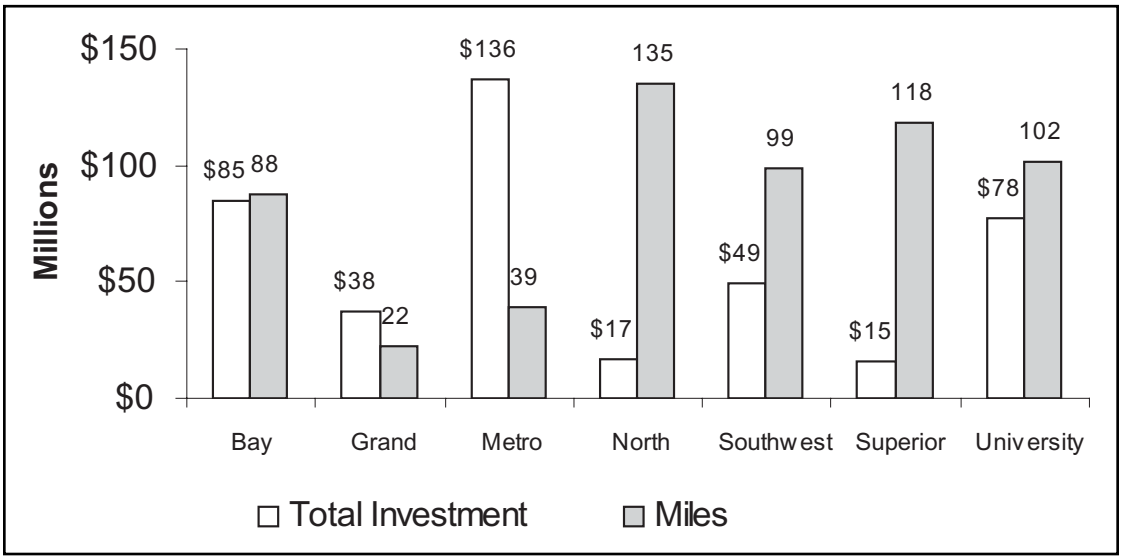
- US-131BR/Michigan Street Bridge Improvements, Grand Rapids
- US-127 BR/Isabella Road extension

These capacity and operational improvement projects represent 37 percent of the $418 million Jobs Today program. Construction and some pre-construction activities for four of the six projects identified were deferred under the Preserve First Initiative; however these phases will be reinstated and constructed as part of the Jobs Today Initiative. The capacity improvement projects selected are key projects that can be constructed over the 2006 – 2008 construction season.

These projects will improve safety, and address critical capacity issues in these areas. More details on these projects can be found in the Expanding the System section.

[4] This project will proceed in 2007 due to veto language in the 2006 Transportation Appropriations Bill. The legislature will need to take action that will enable this project to move forward in 2006.

The graph below depicts the total investment and number of miles of improvement by MDOT region attributable to the Jobs Today Initiative.



Jobs Today Intiative Bond Proposal

Total Investment and Miles by Region FY2006 to FY2008

SAFETEA-LU EARMARKS: SAFETEA-LU contained $643 million (federal funding only) of congressionally designated projects and earmarks for Michigan. Of this amount, approximately $196 million was designated for Michigan Department of Transportation trunkline related highway projects and approximately $244 million was designated for local agency highway and non-motorized projects.

The remaining $203 million was designated for transit related projects. Twenty-seven MDOT highway projects received funding earmarks within SAFETEA-LU, of which $22 million was already programmed in the department's 2005-2009 Five Year Transportation Program. The department is committed to utilizing all federal aid available to Michigan under the provisions contained within SAFETEA-LU, as these construction and pre-construction activities will have a positive impact on every region of the state.

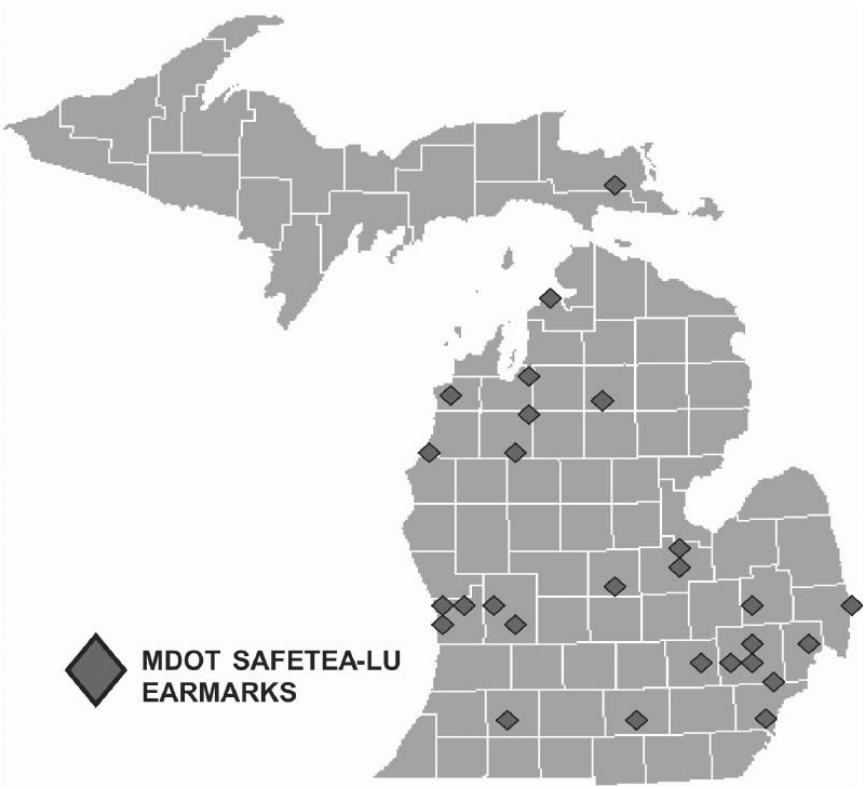
Annually, Congress provides a restriction or ceiling on the amount of federal aid that may be obligated during the course of a fiscal year. This is known as "setting the obligation limit."

This is a statutory budgetary contract that does not affect the apportionment or allocation of funds; rather, it controls the rate at which these funds may be used. For SAFETEA-LU, the obligation limit for all states has been set at 85% for 2005 and is estimated to average 90% over the life of the bill.

The obligation authority received under SAFETEA-LU is much less than anticipated. As a result, the department has less federal aid available to spend on implementing its 2006-2010 Five Year Transportation Program.

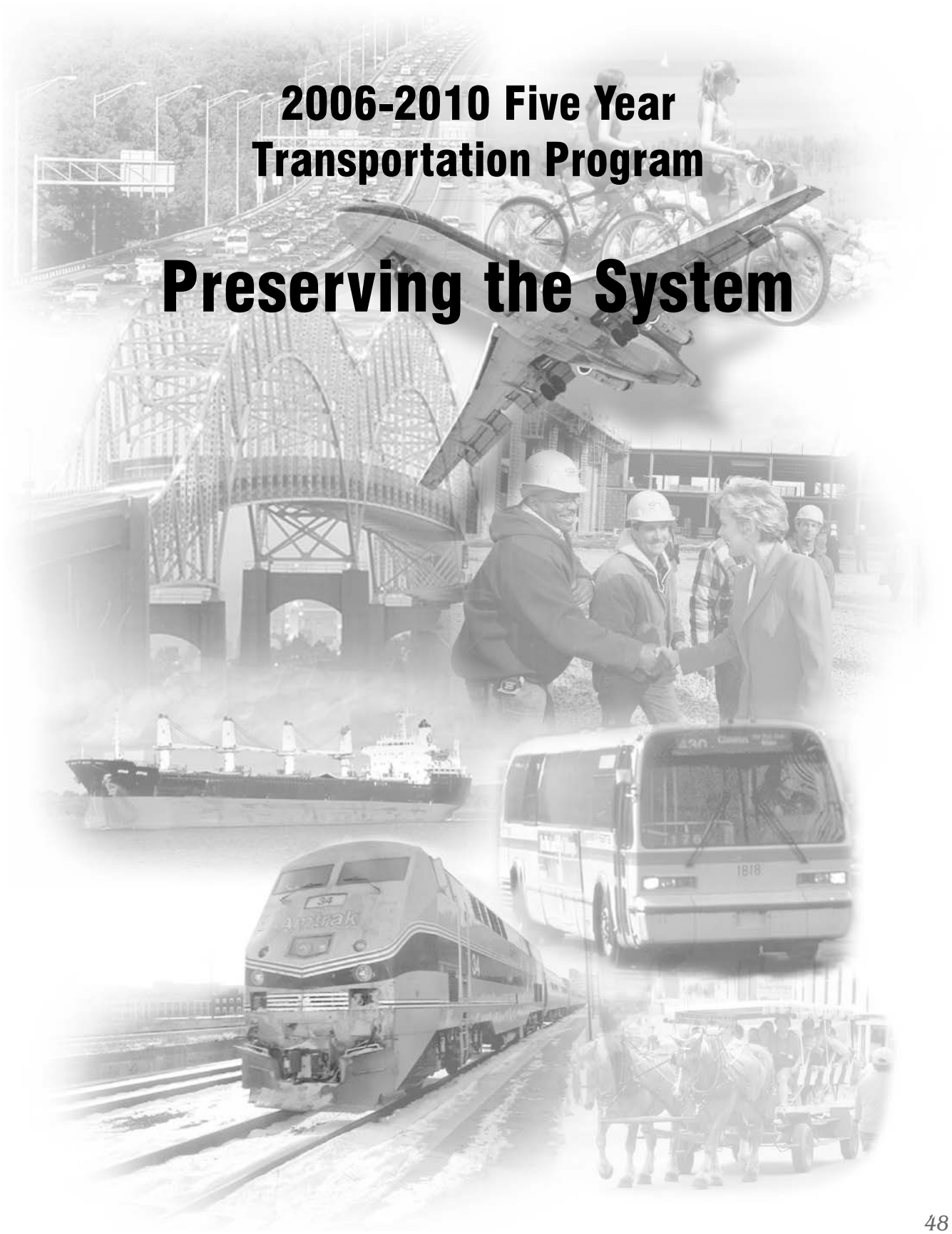
Additionally, funding for implementing earmarked projects is provided to MDOT at percentages ranging from ten-percent to twenty-percent per year over the life of the reauthorization bill. The consequences of these actions means MDOT will have limited federal aid available on an annual basis to implement these earmarks, especially in the early years of SAFETEA-LU. In order to implement all of MDOT's SAFETEA-LU earmarks, the department will bond for approximately $200 million, due in large part to lower than anticipated federal obligation authority limits.

SAFETEA-LU EARMARK AND JOBS TODAY CAPACITY IMPROVE PROJECTS:. Over the next four years, the department will work with its transportation stakeholders to implement both the Jobs Today projects and the SAFETEA-LU earmark projects consistent with the descriptions contained in the federal law. New strategies will need to be developed for the use and timing of the earmarked funds for proposed projects that are new to the MDOT program. For information about specific projects, please review the Preserving the System and the Expanding the System sections of this document. The projects are listed in the appropriate MDOT Regions.



2006-2010 Five Year Transportation Program

Preserving the System



Preserving the System

2006-2010

Five Year Transportation Program

Multi-Modal Program

Investment decisions for the Multi-Modal Program are made on an annual basis, therefore, the five-year total investment in preservation or expansion can not be projected. However, it is expected that the majority of MDOT's multi-modal program consists of preserving the existing infrastructure and service levels.

The majority of the federal and state multi-modal funding managed by MDOT will be focused on:

- Preserve, maintenance and enhanced safety for the locally owned aviation infrastructure.
- Preservation of existing local transit services via state and federal operating assistance to service providers.
- Preservation and maintenance of the existing locally-owned transit infrastructure via distribution of federal funds and state match for routine vehicle replacement in rural areas and among specialized service providers.
- Support of local capital strategies established by individual transit agencies via matching federal capital grants. The mix of capital investment focused on infrastructure replacement and rehabilitation versus capacity expansion will be determined locally.
- Preservation/maintenance of existing intercity bus and rail services by providing financial assistance to service providers, both operating assistance and capital assistance for maintenance and improvement of carrier-owned infrastructure.
- Preservation/maintenance of existing locally-owned public ferry infrastructure as determined by the ferry authorities.
- Preservation/maintenance of the existing state-owned infrastructure, safety improvements (capital).

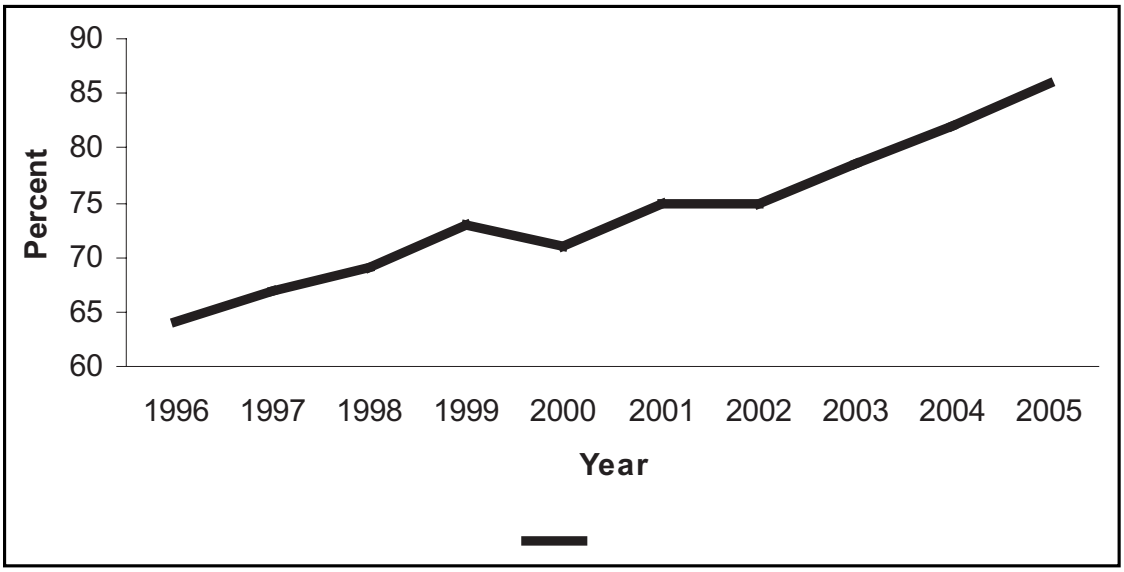
Highway Program

System Condition Goal Accomplishments

MDOT has made substantial progress since the adoption of our pavement condition goal of having 95 percent of the freeways and 85 percent of the non-freeways in good condition by 2007. The *Preserve First* focus allowed us to improve the condition of state roads and bridges to protect the investments of Michigan taxpayers. The *Jobs Today* program will enable us to substantially meet the goal. Please refer to the following graph for an illustration of the department's progress.

The road and bridge preservation projects included in the five year program are prioritized based on approved asset management strategies, with a specific focus on

repairing our worst roads and bridges and extending the life of roads and bridges to keep them in good condition. Our programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive capital preventive maintenance (CPM) program, and routine maintenance of the system.



State Trunkline Pavement in Good Condition

(Freeway & Non-Freeway)

In fiscal year 2004, MDOT began implementation of a four-year Non-Freeway Resurfacing Program (NFRP). This program will accelerate progress toward achieving the pavement preservation goal by focusing approximately $40 million on low volume, non-freeway roadways in poor condition from 2006 to 2007.

MDOT also completed a process improvement in fiscal year 2004 designed to improve the pavement data collection and analysis process. The process improvement created a database environment and automated remaining service life estimation. The result of this effort has improved data consistency and efficiency, as well as facilitate faster processing time and easier implementation of system adjustments.

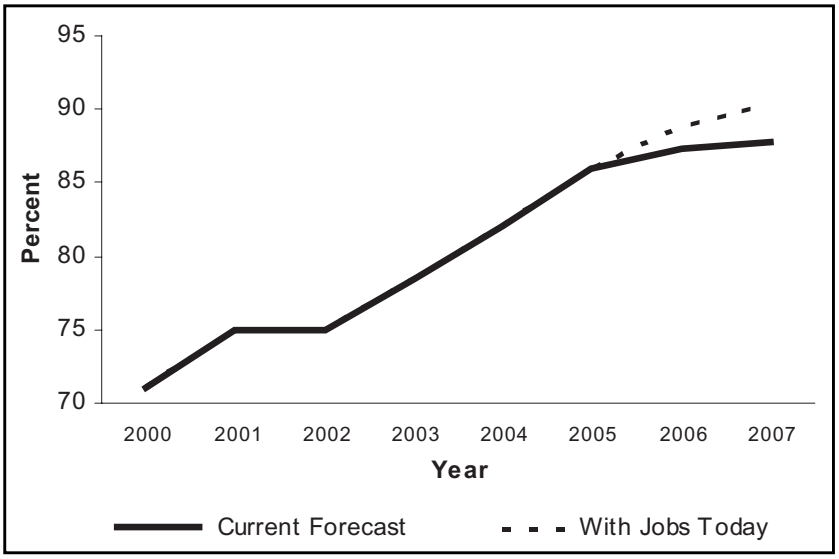
This Road Quality Forecasting System (RQFS) is a strategy analysis tool used by MDOT to project results of pavement rehabilitation policies and proposed projects. Working from current pavement condition, age, and type and factoring in aging and fix strategies, RQFS estimates future condition of the state trunkline system.

Remaining Service Life (RSL) is defined as the estimated remaining time in years until a pavement's most cost-effective treatment is either reconstruction or major rehabilitation. Pavements with an RSL of two years or less are considered to be in the "poor" pavement category.

Based upon the strategies and projects contained in this 2006-2010 Five Year Transportation Program (including the Jobs Today Initiative), we have used the RQFS tool to forecast future pavement condition.

The following graph depicts the increase in good pavement condition attributable to the Jobs Today Initiative.

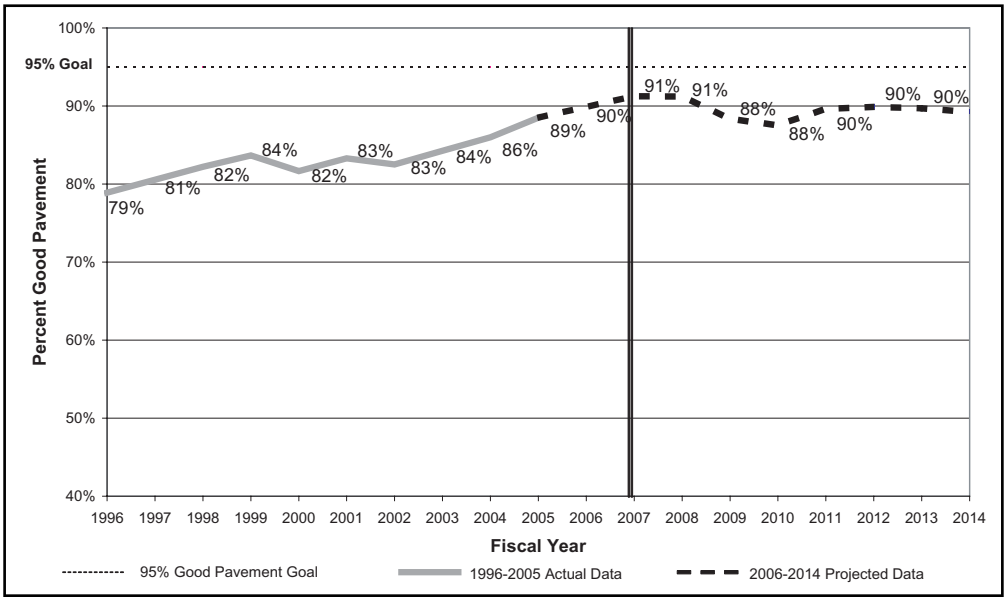
State Trunkline Pavement in Good Condition (Freeway & Non-Freeway)



The following graph shows that progress continues to be made in increasing the percent of good pavements on the freeway network. At the end of FY 2005, 89 percent of MDOT's freeway system was in good condition.

With the additional funding from the Jobs Today Initiative for FY 2006 and FY 2007, RQFS forecasts project that by the end of FY 2007, 91 percent of the freeway system will be in good condition. With the investment levels anticipated, MDOT would be able to maintain the condition state of approximately 89 percent of freeway pavements in good condition.

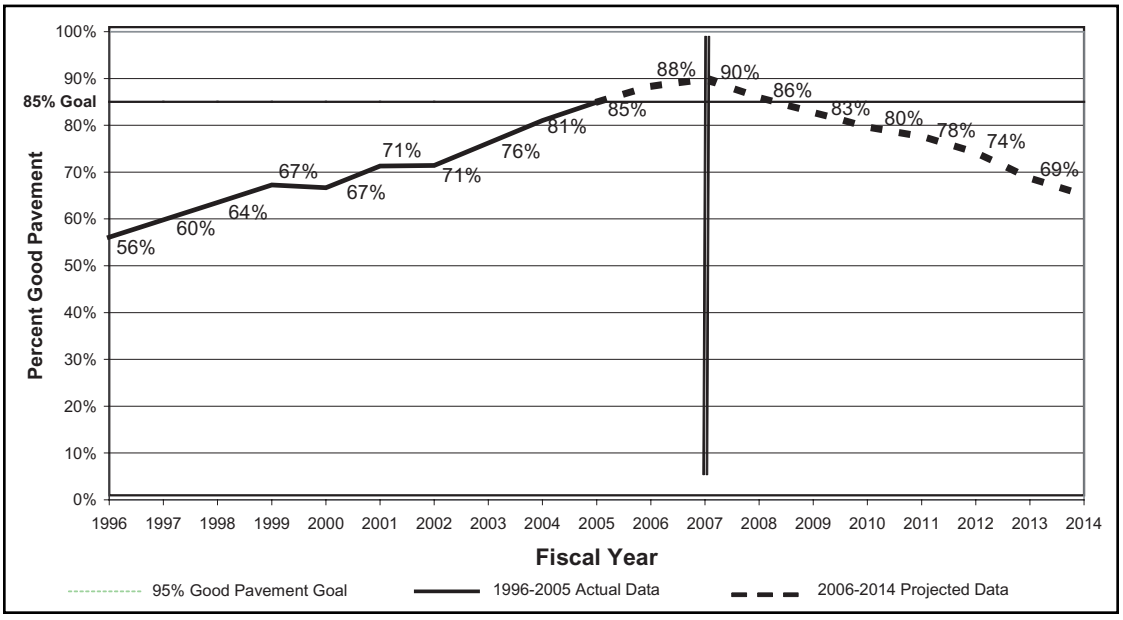
Statewide - Freeway System 1996-2005 Actual Data 2006-2014 Projected Data



Similarly, MDOT forecasts that progress will continue to be made on the non-freeway system to increase the percentage of those pavements in good condition by FY 2007. At the end of FY 2005, 85 percent of MDOT's non-freeway system was in good condition.

This is the first year that non-freeway system reached the department goal of 85 percent good. With the additional funding from the Jobs Today Initiative for FY 2006 and FY 2007, RQFS forecasts project that by the end of FY2007, 90% of the non-freeway system will be in good condition.

With the investment levels anticipated, MDOT would be unable to maintain this condition state. Strategy analysis is ongoing to determine the investment level necessary to maintain the non-freeway system percentage of pavements in good condition at a high level.



Statewide - Non-Freeway System

1996-2005 Actual Data
2006-2014 Projected Data

Incorporating the proposed $268 million in Jobs Today road and bridge preservation work will result in a two percent improvement in statewide pavement condition. This additional investment will help the department make progress towards achieving the pavement condition goal and sustain the long-term health of the trunkline system.

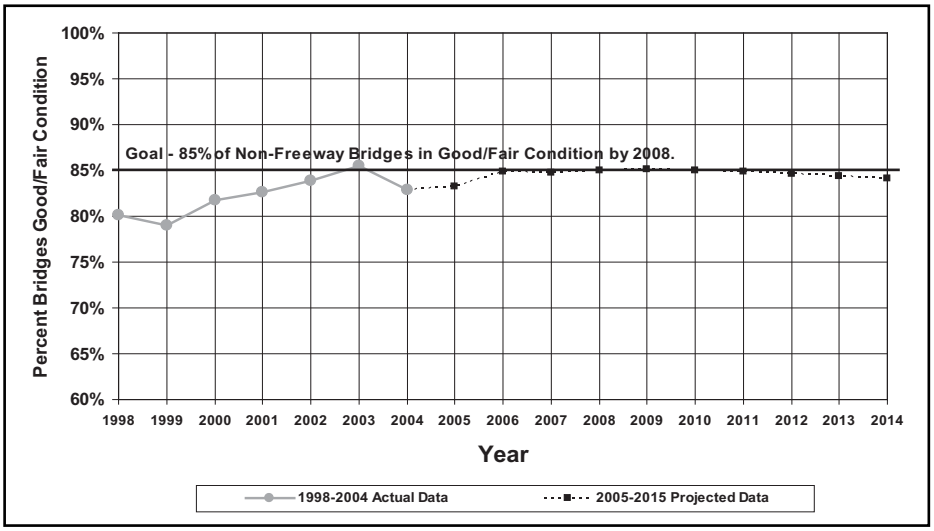
Bridge Condition Forecast

MDOT's Bridge Management System (BMS) is an important part of our overall asset management process. BMS is a strategic approach to linking data, strategies, programs and projects into a systematic process to ensure achievement of desired results.

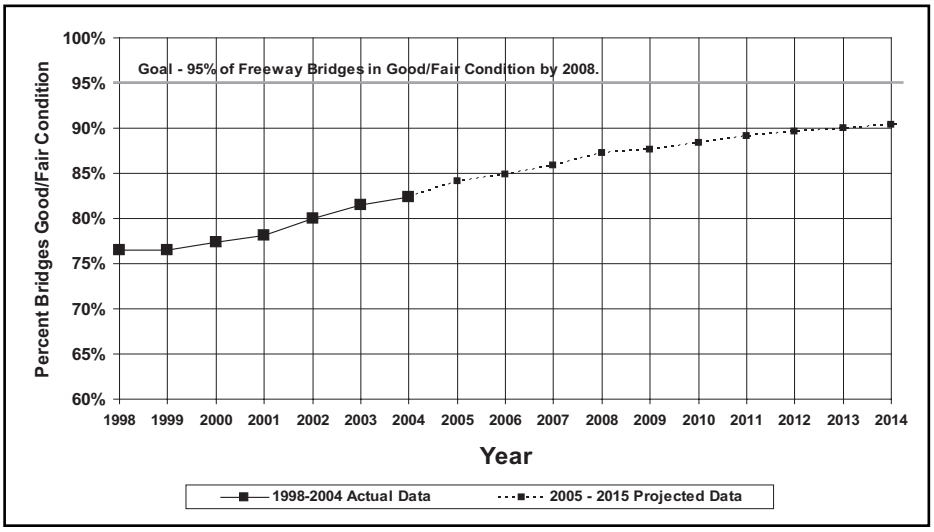
An important BMS tool used by MDOT to develop preservation policies is the Bridge Condition Forecasting System (BCFS). Working from current bridge condition, bridge deterioration rate, project cost, expected inflation, and fix strategies, BCFS estimates future condition of the state trunkline bridge system.

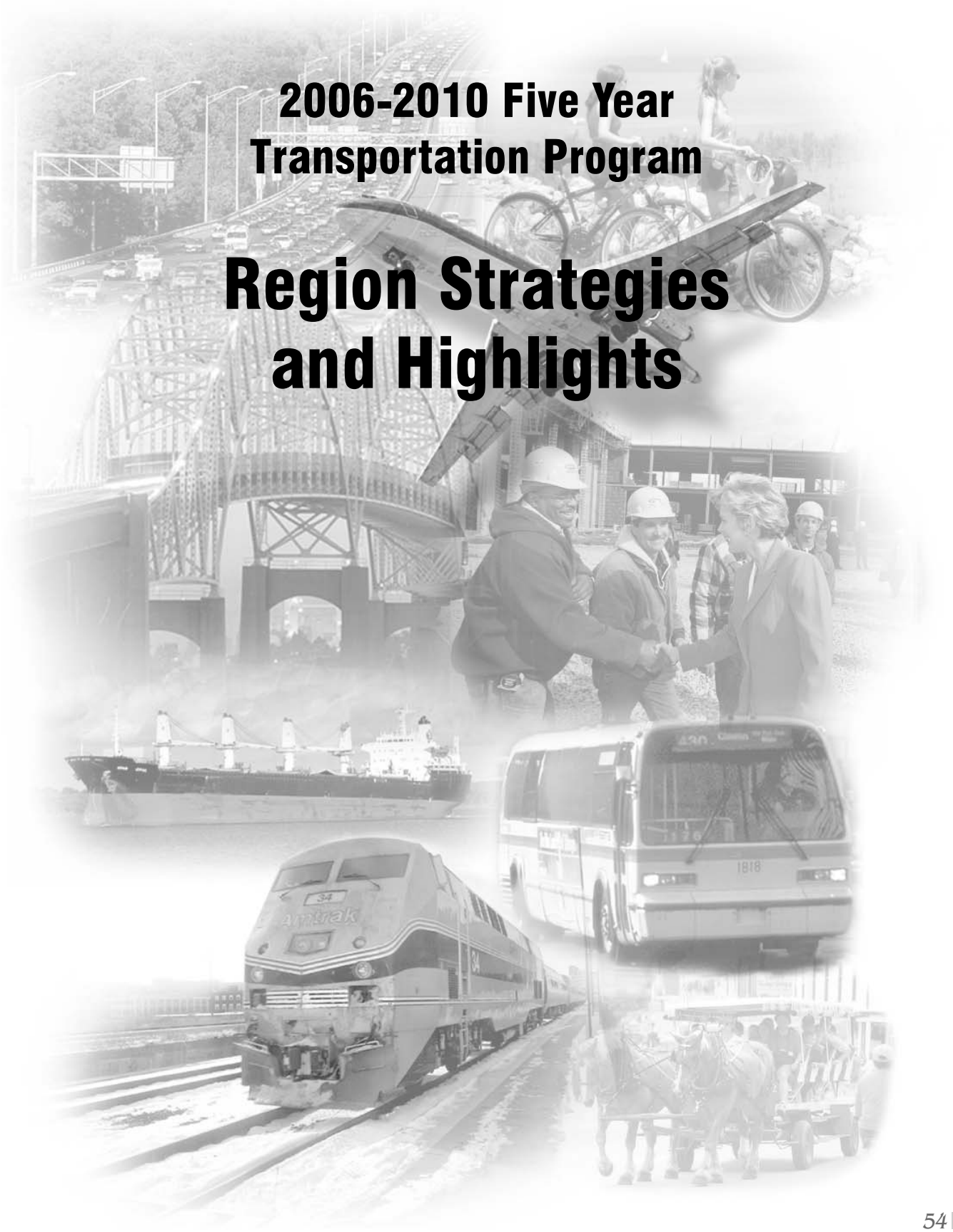
As shown in the charts below, we have met and are projecting to sustain the non-freeway bridge goal of 85% good. We are also making steady progress towards our freeway bridge goal. Projections show that we will reach a freeway bridge condition of approximately 87 percent good by 2008.

Statewide - Bridge Condition
Non-Freeway



Statewide - Bridge Condition
Freeway





2006-2010 Five Year Transportation Program

Region Strategies and Highlights

Region Strategies and Highlights

2006-2010

Five Year Transportation Program

To accomplish our statewide long-range strategies, each of MDOT's seven regions has developed appropriate action strategies to identify and implement the projects necessary to achieve statewide goals. The overall program is based on achieving condition goals within annual investment targets, but the projects reflect each region's careful efforts to coordinate road and bridge work, preserve the existing system, address access and safety needs, and make the most effective use of anticipated revenue. These strategies recognize the variability in each region as to the type and age of facilities as well as the type of travel, weather, soils, etc.

Through regional cooperation with our local partners, MDOT regions strive to deliver improved roads and bridges to the traveling public statewide. The narratives on the following pages describe recent accomplishments and important activities planned for the next five years. The pages that follow provide additional details about Michigan's highway system and the strategies underlying the project selection process for the various programs described in the Five-Year Transportation Program. Each region section contains the following:

- **Region Introduction**
- **2005 Accomplishments**
- **Five Year Road and Bridge Program**
  Please note: Five Year Road and Bridge Program investment levels represent the construction phase of road and bridge preservation projects and capacity improvements and new roads projects where applicable.
- **Corridor Improvement Strategies**
  Please note: The Capacity Improvement and New Roads Region highlights will be discussed separately in a new section of the 2006-2010 Five Year Transportation Program entitled "Expanding the System."
- **Project Lists**
  The project list contained at the end of each region's narrative contains road and bridge rehabilitation and reconstruction projects. The lists are organized first by project type, then by county, then by route.

  There are several abbreviations and acronyms contained in the project list. The following list explains what they stand for:

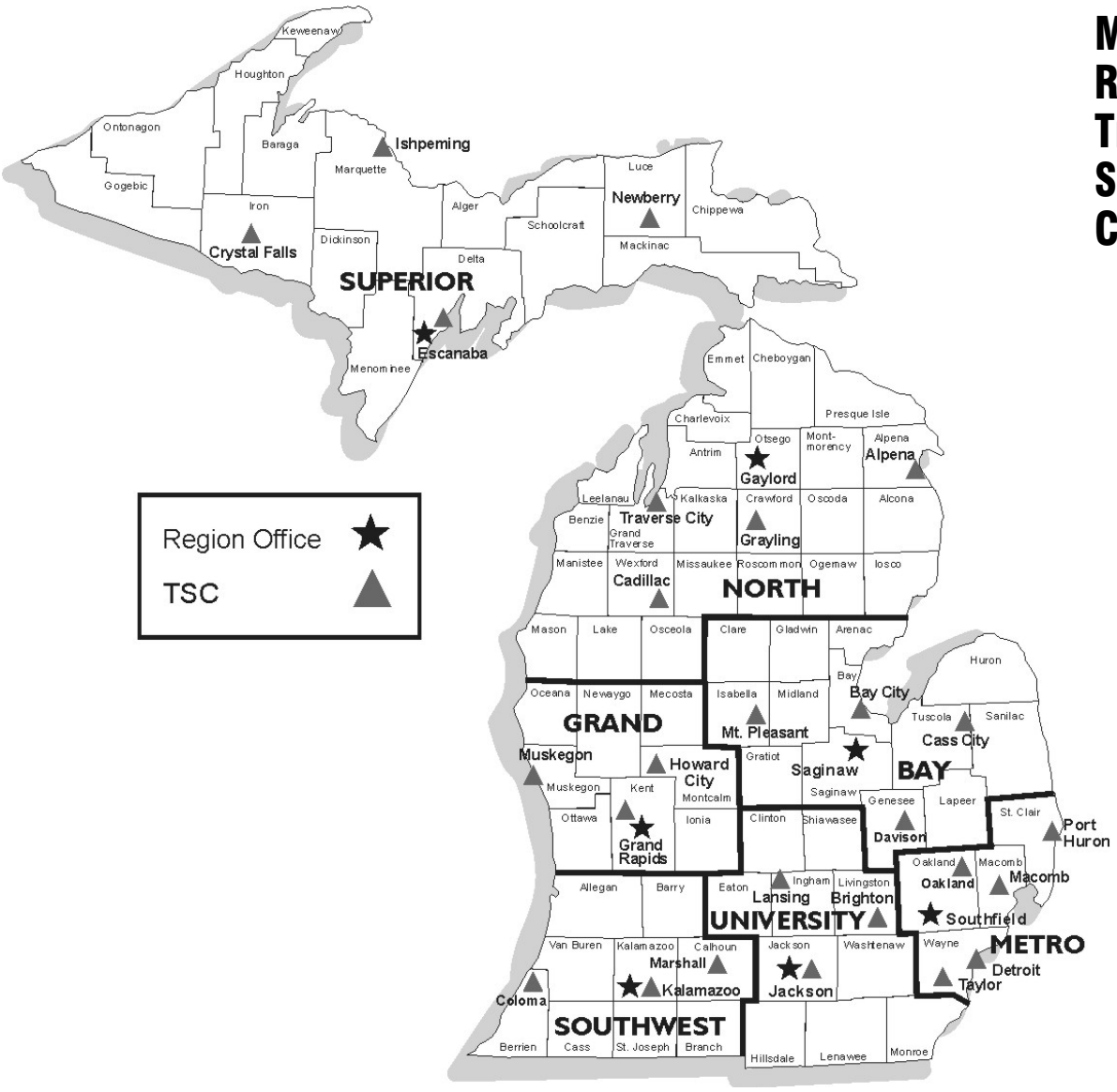
  The "DIR" column just after the route name refers to Governor Granholm's Directive for the Jobs Today and Preserve First funding Initiatives. If the project has a "JT" in the column, it means that the project is being funded under the Jobs Today initiative.

  If there is a "PF" in the column, it means the project is being funded under the Preserve First Initiative.

Each project phase of work being funded is shown in the appropriate region tables in the appropriate year. The phases have been abbreviated, but are explained below:

- **EPE** – Early Preliminary Engineering (refers to the study and assessment phase of a project).
- **PE** – Preliminary Engineering (refers to the design phase of a project).
- **SUB** – Indicates a sub- phase of Preliminary Engineering.
- **ROW** – Right-of-way (refers to the real-estate purchase phase of the project).
- **CON** – Construction (refers to the actual building phase of the project).

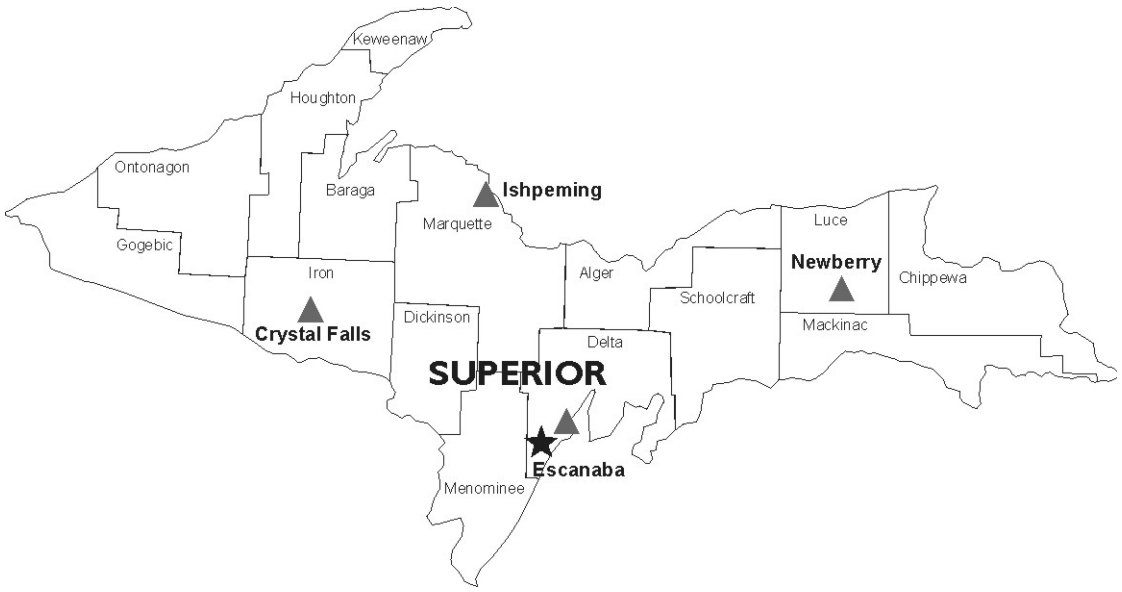
MDOT Regions and Transportation Service Centers



Superior Region

2006-2010

Five Year Transportation Program



The Superior Region includes all 15 counties in the Upper Peninsula (Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft). Major state highways include:

I-75, US-2, and M-28. The region is home to the Sault Ste. Marie International Bridge, a significant gateway to Canada and the only U.S.-Canada border crossing north of Port Huron.

The Superior Region continues to experience growth with its successful year-round tourism industry and the migration of Midwestern retirees heading to the Upper Peninsula in search of waterfront property. MDOT emphasizes preservation of the existing system while addressing safety and operational issues within the region. MDOT continues to explore ways to beautify and improve entryways into the region and to address the congestion and mobility challenges in major urban centers. Particular focus has been given to improving aesthetics, capacity, and safety throughout the cities of Menominee, Houghton, Marquette, and Iron Mountain.

2005 Accomplishments

With the exception of one project, the FY 2005 Superior Region Program was completed, representing an investment of more than $94 million in the region's roads and bridges. Region achievements during 2005 include:

US-41, Baraga County-L'anse

Approximately two miles of US-41 was reconstructed in Baraga County. The project improved safety by adding a northbound passing relief lane and a left-hand turn lane from Broad St. to L'anse Avenue. This road project also incorporated a bike-path

shoulder design to accommodate non-motorized traffic throughout this commercial corridor. The project was completed nearly two weeks ahead of schedule.

M-28, Marquette County-Harvey

Over 11 miles of M-28 was reconstructed through Harvey, in Marquette County. The project included the installation of two passing relief lanes along with a truck safety turnout. The project was completed approximately three weeks ahead of schedule.

US-2 Relocation

The region has reconstructed and relocated 2.21 miles of US-2 between Crystal Falls and Iron River. Included in this project was a new passing relief lane. The project involved: right of way acquisition, wetland mitigation, relocation of utilities, access management improvements and approach realignment.

US-2 Iron Mountain (fourth phase)

A major reconstruction and widening project along US-2 in Iron Mountain completed a four-year corridor improvement effort. The final one-mile segment, stretching from Washington Street to Michigan Avenue., has been reconstructed and expanded from four to five lanes. Context sensitive design solutions include colored and textured concrete retaining walls and green-space tree plantings.

M-64 Bridge over the Ontonagon River

During 2005, construction began on a re- located fixedbridge for a new alignment of M-64. When completed, the project will replace the existing swing- bridge. 2005 activities included: the construction of bridge piers , the installation of over half of the main support beams, the relocation of railroad track and utilities, completion of the wetland mitigation site, and the near completion of the 1-mile stretch of new M-64 and M-38.

2006 activities will include: completion of the new bridge, removing the old swing-bridge, and upgrading the "old M-64" prior to transferring to the Village of Ontonagon. Context Sensitive Design Solutions incorporated in the bridge replacement include: textured simulated stone (stamped concrete) piers, the installation of historic lighting, a multi- use 12.5 foot pathway, and numerous tree plantings throughout.

I-75 Reconstruction Projects

1) Over 9 miles of I-75, from the Chippewa County Line to M-80 has been reconstructed. This was a high impact project that included the extension of four off-ramps and four on-ramps and the deck replacement of two bridges.

2) A one-mile section of I-75, beginning at US-2 and heading north, has been reconstructed. The project entailed the full reconstruction of northbound and southbound I-75 in St. Ignace, four northerly ramps at the I-75/US-2 interchange and two ramps at the Portage Street interchange.

US-2 From Powers to the Dickinson County Line

A 10-mile stretch of US-2 was reconstructed in Menominee County, from Powers to the Dickinson county Line. As part of the project, a bridge spanning an abandoned railroad grade was removed and the Big Cedar river bridge received a new deck. The project was completed on schedule during the 2005 construction year.

Menominee/Marinette Interstate Bridge Replacement

The Menominee/Marinette Interstate Bridge was replaced as part of a joint effort between the Wisconsin and Michigan DOTs and the cities of Marinette, Wisconsin and Menominee, Michigan. The bridge replacement project incorporated many context sensitive design solutions (CSDS) including: period lighting and railing, colored and etched concrete, non-motorized - bicycle accommodations and wider sidewalks. The project was a great success and provided the MDOT a unique opportunity to work with Marinette and the WISDOT in enhancing two major "Gateway Communities".

Special 2005 Accomplishments in the Transportation Enhancement program and the Transportation Economic Development Fund Program include:

Ten selected projects from MDOT's Transportation Economic Development and Enhancement Office totaling over $3.5 million in investment. The 10 projects include: 3.4 miles of roadway streetscape; creating 4.2 miles of pedestrian/bicyclist facilities, improving roadside parks, and preserving a historic bridge.

In addition, 7 of the 10 Transportation Enhancement (TE) projects were paired with other infrastructure improvements such as road construction or utility upgrades. This coordination represents increasing transportation partnerships among a variety of agencies throughout the state fostered by TE funding. Moreover, this coordination helps minimize construction impacts to the surrounding community and takes advantage of "economies of scale." In particular, in 8 of the 10 projects, the region partnered with a local agency and took the lead in administering the project.

The Transportation Economic Development Fund (TEDF) is an important tool for MDOT regions to attract industry, create and retain jobs, and meet the demands placed on roads as a result of economic development. TEDF categories one is directed towards various types of economic developments and transportation infrastructures.

Category (A) (*target industry job creation grants)* are utilized for funding transportation projects aimed at constructing or expanding developments related to the

seven target industries (Manufacturing High Technology Research, Agriculture/Food Processing, Forestry (Harvesting and Processing), Mining, Tourism (year-round with out-of-state draw), and Office Centers (over 50,000 sq. ft.).

The Superior Region has pursued and obtained these funds for several past projects and will continue our efforts towards promoting economic growth in the Upper Peninsula (U.P.) This year, the region was awarded $725,000 for transportation improvements related to a major casino expansion in Delta County. The total project cost is $1,190,000 with participating match from the Hannahville Indian Community and MDOT. The $40,000,000 casino expansion will boost the U.P. economy by attracting additional year-round tourists from Wisconsin, Canada, and Michigan's U.P. In total, the expansion will generate over 200 full-time jobs.

Five Year Road and Bridge Program

The road and bridge preservation projects identified in this 2006 to 2010 Five Year Transportation Program for the Superior Region total approximately $133 Million (Note: this does not include $53 million in CPM work). Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2006 through FY 2010			
Superior Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total**
Road Preservation	$105	$9	$4	$118
Bridge Preservation	$14	$1	$0	$15
Road & Bridge CPM	$42	$0	$12	$53
Total 2006-2010	*$161*	*$10*	*$16*	**$186**

(Road Preservation includes Passing Relief Lanes)
(Amounts are rounded to the nearest million dollars)

Capital preventive maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five Year Plan period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing bridge condition. The Jobs Today investment initiative for the Superior Region will provide approximately $12 million for CPM work in FY 2006.

Superior Region	Route Miles	Number of Bridges and other Structures
Total in Region	1,831	479
Scheduled Work	386	13
Percentage of Region	21%	3%

The 2006-2010 program for road preservation work reflects approximately 386 miles (21 %) of the Superior Region's 1,831 route miles of state trunklines during the next five years. This includes over 13 route miles of new passing relief lanes.
The 2006-2010 program for bridge preservation work will address 13 (3%) of the region's 479 trunkline bridges and structures.

Public Involvement

Two Listening Sessions meetings were held in the Superior Region. The first was held in Escanaba on Monday, December 5, 2005, and the second was that evening in Marquette. The meetings attendees included a media representative, the Governor's Upper Peninsula District representative and one concerned citizen. The main issues discussed were intermodalism and basic mobility with a focus on non-motorized facilities as well as effective public transit. Additionally, there was concern about the Region receiving a fair-share of state transportation funds. One citizen mailed a detailed letter describing her interest in more connectivity between regional transit systems.

The region continues to take a proactive approach with public involvement. Throughout 2005, the region has participated and/or hosted a variety of meetings related to: MDOT grant programs, MDOT initiatives and concepts, potential Enhancement & Economic Development opportunities, and future road construction projects.

The region also hosted the following meetings as part of our annual public involvement strategy:

Transportation Service Center (TSC) Summits (eight spring meetings), Rural Elected Officials (three fall meetings), a legislative listening session (winter), and two listening sessions sponsored by Lansing MDOT staff (winter). Additional project-update meetings were routinely held throughout the region in support of major rehabilitation and reconstruction projects.

Corridor Improvement Strategies

The very successful passing relief lane program will be continued to further alleviate congestion associated with trucks and recreational vehicles. The region plans to construct an additional 15 miles of passing relief lanes to expand the system over the next three years.

The region has also actively pursued alternative methods for improving capacity and safety along designated highway corridors. One method successfully implemented throughout the past four years is Access Management. By controlling access to our highways, we can eliminate numerous issues related to capacity and safety. Access Management Corridor Plans identify current and (potential) future issues related to how traffic enters and exits the primary highway system. Below are several access management corridor studies being developed throughout the U.P.

US-2 / 141 / M-95 Access Management Study:

An access management plan was completed along US-2 in Dickinson County. The plan will encourage a coordinated effort between road agencies and local governments concerning land-use decision making and access to US-2.

The 28-mile corridor included support from five local governments, the Dickinson County Planning Commission, the Dickinson County Road Commission, the regional planning agency and MDOT.

US-45 / M-38 / M-64 Access Management Study:

Due to the relocation of the M-64 swing-bridge in Ontonagon County, M-64 will be re-aligned to the east. As a result, land-use and traffic patterns are anticipated to change throughout the village of Ontonagon. An access management study will begin Oct. 1, 2005 and will be complete by September 30, 2006. The final plan will provide MDOT with a unique opportunity to address access management, land-use, and safety-related issues before development occurs along this new segment of relocated highway.

US-2 / Ironwood Access Management Study:

MDOT will pursue an access management study along US-2, through downtown Ironwood, a major Wisconsin gateway. The study will provide an opportunity for MDOT to partner with local officials in addressing capacity and safety issues throughout this corridor. The study was scheduled to begin Oct. 1, 2005 and will be complete by September 30, 2006. Recommended access management improvements will likely be integrated into a future reconstruction project along this segment of US-2.

US-41 / M-26 Corridor Access Management Study:

This will be a major access management study addressing capacity and safety issues throughout downtown Houghton / Hancock and surrounding areas. A corridor study team has been assembled which includes representatives from Franklin Township, Portage Township, the cities of Houghton and Hancock, Houghton County Planning Commission and Road Commission, and MDOT. Preliminary meetings have been held to discuss the project scope and limits and expected timeframe. MDOT will be submitting a request for funding sometime during the 2006 fiscal year and hopes to begin the study in October 2007.

2006-2010 ROAD & BRIDGE PROGRAM

SUPERIOR **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
BARAGA	M-28		US-141/M-28 OVER ROCK RIVER	OVERLAY - DEEP	0.000	CON				
DELTA	US-2		US-2,US-41 OVER ESCANABA RIVER	BRIDGE REPLACEMENT	0.000				CON	
DELTA	US-2		US-2 AND US-41SB OVER DAYS RIVER	OVERLAY - DEEP	0.000	CON				
DELTA	US-2		US-2 AND US-41NB OVER DAYS RIVER	OVERLAY - DEEP	0.000	CON				
DICKINSON	US-141		US-141 OVER MENOMINEE RIVER	DECK REPLACEMENT	0.000					CON
GOGEBIC	US-2 BR		US-2 BUSINESS ROUTE OVER MONTREAL RIVER	OVERLAY - DEEP	0.000		CON			
LUCE	M-123 (Falls Road)		M-123 OVER MURPHY CREEK	CULVERT REPLACEMENT	0.000			CON		
MACKINAC	I-75		M-134 OVER I-75 SB	OVERLAY - DEEP	0.120		CON			
MACKINAC	I-75		M-134 OVER I-75 NB	OVERLAY - DEEP	0.120		CON			
MACKINAC	US-2		US-2 OVER CUT RIVER	DECK REPLACEMENT	0.000			CON		
MARQUETTE	US-41		ALTAMONT STREET OVER US-41/M-28	OVERLAY - DEEP	0.000	CON				
ONTONAGON	M-64		M-64 OVER CRANBERRY RIVER	OVERLAY - DEEP	0.000		CON			
ONTONAGON	M-64		M-64 OVER HALFWAY CREEK	OVERLAY - SHALLOW	0.000		CON			
					0.120					

2006-2010 ROAD & BRIDGE PROGRAM

SUPERIOR **PASSING RELIEF LANES**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
ALGER	M-28		EAST OF THE SOO LINE RAILROAD TO PERCY ROAD	MINOR WIDENING	2.570	CON				
BARAGA	US-41		KELSEY CREEK TO KEWEENAW BAY ROAD	MINOR WIDENING	2.042		CON			
DELTA	US-2		COUNTY ROAD L22 TO COUNTY ROAD N7 NEAR ISABELLA	MINOR WIDENING	2.110		CON			
DICKINSON	M-95		1.1 MILES NORTH OF US-2, NORTHERLY 2.3 MILES	MINOR WIDENING	2.300	CON				
HOUGHTON	M-26 (M-26)		TRI-MOUNTAIN TO SOUTH RANGE	MINOR WIDENING	0.882	CON				
HOUGHTON	M-26		DOLLAR BAY TO MASON	MINOR WIDENING	1.000			CON		
MARQUETTE	US-41		PESHEEKEE GRADE	MINOR WIDENING	2.000			CON		
MENOMINEE	US-41		LINSMIER ROAD TO COUNTY ROAD 338	MINOR WIDENING	2.492			CON		
					15.396					

2006-2010 ROAD & BRIDGE PROGRAM

SUPERIOR **REPAIR AND REBUILD ROADS**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
ALGER	M-28		FROM SHELTER BAY TO AUTRAIN	RESTORATION AND REHABILITATION	8.187				CON	
ALGER	M-28		AUTRAIN TO CHRISTMAS	RESTORATION AND REHABILITATION	6.325				CON	
ALGER	M-94		M-67 TO M-28	RESURFACE	15.510		CON			
BARAGA	M-28		JOHNSON ROAD TO M-28	RESURFACE	3.637		CON			
BARAGA	M-38		BARAGA / HOUGHTON COUNTY LINE EAST TO CR 550	RESURFACE	6.490	CON				
BARAGA	US-41 (M 28)		TIOGA CREEK TO M-28	RESURFACE	6.380					CON
CHIPPEWA	I-75 BS (South Mackinac Trail)		FROM NORTH OF 10TH AVENUE TO ASHMUN STREET BRIDGE	RESURFACE	0.862					CON
CHIPPEWA	M-123		7.4 MILES NORTH OF M-28 TO WHITE FISH POINT ROAD	RESURFACE	14.467		CON			
CHIPPEWA	M-129 (Pickford Road)		SOUTH OF M-80 TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	7.251				CON	
CHIPPEWA	M-28		M-221 TO MACKINAC TRAIL	RESURFACE	7.910		CON			
CHIPPEWA	M-28		6 MILES EAST OF M-123 EAST TO NEAR STRONGS ROAD	RESURFACE	5.084			CON		
CHIPPEWA	M-80 (Tone Road)		FROM COUNTY ROAD 63 (I-75) TO M-129	RESURFACE	7.917	CON				
DELTA	US-2	PF	FEDERAL FOREST HIGHWAY 13 TO M-183	RESURFACE	7.978		CON			
DELTA	US-41	PF	OSIER PASSING RELIEF LANES TO NIEMI ROAD	RESURFACE	6.009	CON				
GOGEBIC	M-64		WISCONSIN STATE LINE NORTH TO MARENISSCO	RESURFACE	8.220				CON	
HOUGHTON	M-203		LAKE SHORE ROAD TO 11TH STREET	RECONSTRUCTION	0.900	CON				
HOUGHTON	M-203		SALO ROAD TO 11TH STREET	RESURFACE	5.990	CON				
HOUGHTON	M-26 (M-26)		KEARSARCE STREET TO STANTON AVENUE	RESURFACE	2.860	CON				
HOUGHTON	M-26		DOLLAR BAY TO LAURIUM	RESURFACE	7.957			CON		
HOUGHTON	M-38		BARAGA CTY LINE TO ONTONAGON CTY LINE	RESURFACE	12.298	CON				
IRON	M-69		PAINT RIVER BRIDGE IN CRYSTAL FALLS TO M-95	RESURFACE	12.080		CON			
IRON	US-141		BASILIO ROAD NORTHERLY TO THE BARAGA COUNTY LINE	RESURFACE	8.870		CON			
IRON	US-141		CRYSTAL FALLS TO BASILIO ROAD	RESTORATION AND REHABILITATION	15.828					CON
IRON	US-2		WEST OF US-141 TO EAST OF SHELDON STREET	RECONSTRUCTION	0.720					CON
KEWEENAW	US-41		LACLABELLE ROAD TO M-26	RESURFACE	10.090	CON				
LUCE	M-123		SKYLINE TRUCK TRAIL NORTH TO CHIPPEWA COUNTY LINE	RESURFACE	13.330		CON			
LUCE	M-28	PF	M-117 TO M-123 AT NEWBERRY	RESURFACE	3.305		CON			
LUCE	M-28		M-123 TO BORGSTROM ROAD	RESURFACE	6.997			CON		
MACKINAC	I-75		M-134 TO MACKINAC/CHIPPEWA CTY LINE	RESURFACE	9.040	CON				
MACKINAC	I-75 BL		FROM I-75 TO HIGH STREET	RESURFACE	0.902					CON
MACKINAC	M-134 (North Huron Shore Drive)		FROM 3 MILE ROAD TO HILLTOP ROAD	RESURFACE	3.509		CON			
MACKINAC	US-2		EAST OF BREVORT LAKE ROAD TO MARTIN LAKE ROAD	RESURFACE	6.010				CON	
MACKINAC	US-2		BOUCHA RD TO BORGSTROM RD (OMIT BLACK RIVER AREA)	RESURFACE	5.669				CON	
MACKINAC	US-2		BORGSTROM ROAD TO HIAWATHA TRAIL	RESURFACE	8.689					CON
MARQUETTE	M-35		M-35 THROUGH DOWNTOWN GWINN	RECONSTRUCTION	1.100				CON	
MARQUETTE	US-41		M-28(HARVEY) AND FRONT STREET INTERSECTIONS	RECONSTRUCTION	1.045					CON
MARQUETTE	US-41 / M-28	PF	ASPEN RIDGE ROAD TO WEST OF M-95	RESURFACE	10.500		CON			
MARQUETTE	US-41 / US-28		HUMBOLDT TO THE PESHEKEE RIVER BRIDGE	RECONSTRUCTION	3.239			CON		
MARQUETTE	US-41/M-28		PURPLE ROAD NORTH 4 MILES TO BARAGA COUNTY LINE	RECONSTRUCTION	4.100				CON	
MARQUETTE	US-41/M-28		CHERRY CREEK ROAD TO US-41 BYPASS, MARQUETTE	RESTORATION AND REHABILITATION	4.400				CON	
MARQUETTE	US-41/M-28	JT	NEGAUNEE TOMARQUETTE	RESURFACE	6.928	CON				

2006-2010 ROAD & BRIDGE PROGRAM

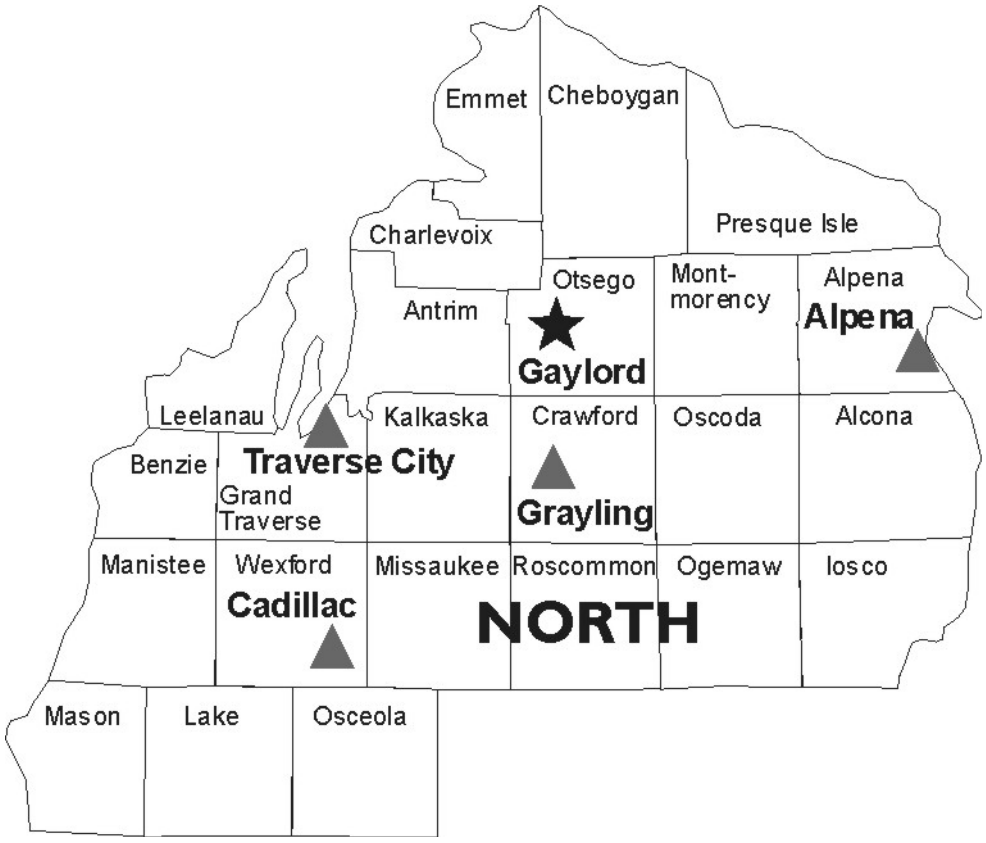
SUPERIOR **REPAIR AND REBUILD ROADS**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
MENOMINEE	M-69		SOUTH GABOR ROAD TO THE DELTA COUNTY LINE	RESTORATION AND REHABILITATION	9.673			CON		
MENOMINEE	US-41		C&NW RAILROAD BRIDGE NORTHERLY TO 20TH AVENUE	RECONSTRUCTION	1.071		CON			
MENOMINEE	US-41 (Bridge Street)		20TH AVENUE TO 48TH AVENUE	MINOR WIDENING	1.890					CON
ONTONAGON	M-107		SILVER CITY TO BOUNDARY ROAD	RESURFACE	2.692	CON				
ONTONAGON	M-107		SOUTH BOUNDARY ROAD TO LAKE OF THE CLOUDS	RESURFACE	6.884	CON				
ONTONAGON	M-26		US-45 NORTHESTERLY TO THE HOUGHTON COUNTY LINE	RESURFACE	15.525		CON			
ONTONAGON	M-38		FROM M-26 WESTERLY TO THE HOUGHTON COUNTY LINE	RESURFACE	5.920	CON				
ONTONAGON	US-45		M-28 TO THE BALTIMORE RIVER	RESURFACE	14.171		CON			
ONTONAGON	US-45		GOGEBIC COUNTY LINE TO M-28 NEAR BRUCE CROSSING	RESTORATION AND REHABILITATION	14.232			CON		
SCHOOLCRAFT	M-77		US-2 NORTHERLY TO GERMFASK	RESURFACE	10.640	CON				
SCHOOLCRAFT	M-94		RIVERVIEW ROAD IN MANISTIQUE TO DODGE LAKE ROAD	RESTORATION AND REHABILITATION	9.152			CON		
					370.433					

North Region

2006-2010

Five Year Transportation Program



The North Region is comprised of the 24 northernmost counties of the Lower Peninsula, which are: Alcona, Alpena, Antrim, Benzie, Charlevoix, Cheboygan, Crawford, Emmet, Grand Traverse, Iosco, Kalkaska, Lake, Leelanau, Manistee, Mason, Missaukee, Montmorency, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, and Wexford. Major routes include I-75, US-127, US-23, US-131, and US-31.

The North Region continues to provide quality transportation services for Michigan's highly successful year-round tourism industry. Preservation of the existing system remains a high priority. The effective passing relief lane program will be continued through 2008, with more than 12 lane miles of passing relief lanes planned for the next three years.

MDOT continues a strategy to address operational issues and the removal of congestion points, wherever possible, to ensure the smooth flow of traffic. The department also continues to address recreational and daily congestion problems in specific locations such as Alpena, Cadillac, Gaylord, Grayling, Petoskey, and Traverse City.

2005 Accomplishments

Since 2001, approximately $373 million dollars has been invested in road, bridge and safety projects in the North Region.

This translates to 313 miles of roadway reconstructed or rehabilitated, 137 non-freeway miles resurfaced, 1,402 miles maintained, 18 miles of passing relief lanes constructed, 14 miles of new roads constructed, and 10 bridges upgraded in the past four years.

During FY 2005, the North Region worked on 82 projects worth more than $72 million. Highlights of the 2005 construction program include**:**

US-23 Au Sable River Bridge deck overlay and railing in Iosco County

This bridge carries US-23 traffic over the Au Sable River in Oscoda. The project involved a deep overlay of the deck, replacing the existing railing with an aesthetic tube railing, and adding a five-foot wide pedestrian walkway on the water side of the bridge. This project simultaneously preserved the bridge and improved connectivity in the area. Pedestrian traffic from the south now has access to the downtown Oscoda area north of the Au Sable River.

Non-motorized corridor in Crawford County

Transportation Enhancement funding was used to complete a new section of non-motorized pathway along M-93 in Crawford County. With the completion of this segment, bicyclists and other non-motorized travelers are now able to travel from Camp Grayling all the way to Hartwick Pines State Park on a designated pathway.

Continuing focus on the US-131 corridor

Seven miles of southbound US-131 freeway in Osceola County and eight miles of the non-freeway US-131 in Antrim County were preserved in 2005 to continue the corridor approach to upgrading the surface condition of this busy stretch of highway. For the upcoming 2006 construction year, repairs are scheduled for 12 more miles of south bound US-131 in Osceola and Wexford Counties.

Major Rehabilitation of I-75 in Cheboygan County

Eight miles of I-75 north and southbound freeway in Cheboygan County were rehabilitated using a combination of Repair & Rebuild and Preserve First funding. Work performed included full depth concrete pavement repairs, diamond grinding, and new shoulders, in addition to rubblization and resurfacing of more than four miles of this section.

M-33 in Oscoda and Ogemaw Counties from south of the county line to Mio

This busy tourist corridor was rehabilitated by crushing and shaping the existing pavement, which was then utilized as the base for the new pavement. Detailed schedules and timing allowed this work to be completed with minimal disruption to vacation and seasonal travelers in the area.

I-75 from North Higgins Lake Road to US-127 and passing relief lane construction on US-31 from Horton Bay Road to Camp Dagget Road -

Letting dates were advanced from 2006 to 2005 for these two projects.

Six miles of major rehabilitation on north bound and south bound I-75 from North Higgins Lake Road to US-127 in Crawford County, and 1 ½ miles of passing relief lane construction on US-31 from Horton Bay Road to Camp Dagget Road in Emmet County, will be constructed in 2006. These two projects are not shown on the project listing because they were actually let early in September of 2005, at the end of the fiscal year.

Five Year Road and Bridge Program

The road and bridge preservation projects identified in this 2006 to 2010 Five Year Transportation Program for the North Region total approximately $159 million (Note: this does not include $67 million in CPM work). Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2006 through FY 2010			
North Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total**
Road Preservation	$149	$4	$0	$153
Bridge Preservation	$5	$1	$0	$6
Road & Bridge CPM	$50	$0	$17	$67
Total 2006-2010	*$204*	*$5*	*$17*	**$226**

(Road Preservation amounts include Passing Relief Lane and Roadside facilities.)
Amounts are rounded to the nearest million dollars)

Capital preventive maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five Year Plan period. The CPM projects are short-term fixes, adding from five to ten

years of life to a pavement or maintaining the existing bridge condition. The Jobs Today investment initiative for the North Region will provide approximately $17 million for CPM work over FY 2006 and FY 2007.

North Region	Route Miles	Number of Bridges and other Structures
Total in Region	1,977	457
Scheduled Work	378	6
Percentage of Region	19%	1%

The 2006-2010 program for road preservation work reflects approximately 378 miles (19 %) of the North Region's 1,977 route miles of state trunklines during the next five years, this includes over 8 route miles of new passing relief lanes.

The 2006-2010 program for bridge preservation work will address 6 (1%) of the region's 457 trunkline bridges and structures.

Public Involvement

Two meetings were held in the North Region on November 29, 2005. The first was held in Traverse City. Nine citizens attended and several comments were emailed to MDOT. Gratitude was expressed by several of the attendees for having Director Jeff present the plan. Comments focused on preservation of the area's abandoned railroads for use as intermodal facilities. Also requests to improve the safety and efficiency of high volume routes and intersections. The second meeting was held in Gaylord, 40 citizens attended this meeting. They cited safety and strengthening the state's economy as the motivation behind their comments regarding the construction of a second I-75 overpass on the south side of Gaylord. A second overpass is hoped to relieve congestion on M-32 the primary east-west road in the region.

Corridor Improvement Strategies

Corridor improvement strategies are being developed and implemented as individual projects. Targeted corridors are M-72, US-23, M-65, and M-115, as well as the major north-south routes of I-75 and US-131. Access management planning, reconstruction, and passing relief lanes are being used to improve the heavily traveled M-72 corridor between Traverse City (US-31) and Grayling (I-75).

During this past construction season, the US-131 corridor strategy included repairing and rebuilding 15 miles of highway in Osceola and Antrim Counties, as well the construction of a limited-access transition from the end of the new freeway, south of the Manistee River to north of M-113. This work included the construction of a roadside park and a boat launch on the Manistee River.

2006-2010 ROAD & BRIDGE PROGRAM

NORTH **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
EMMET	I-75		I-75 OVER CENTRAL STREET	OVERLAY - DEEP	0.001	CON				
IOSCO	US-23		US-23 OVER PRIVATE RAILROAD (ABANDONED)	SUPERSTRUCTURE REPLACEMENT	0.001		CON			
LEELANAU	M-22		M-22 OVER CEDAR CREEK	BRIDGE REPLACEMENT	0.000		CON			
LEELANAU	M-22		M-22 OVER GLEN LAKE NARROWS	BRIDGE REPLACEMENT	0.000			CON		
MANISTEE	M-115		M-115 OVER DNR (RAILS TO TRAILS)	CULVERT REPLACEMENT	0.310	CON				
WEXFORD	M-37, M-115		M-37, M-115 OVER MDOT RAILROAD	DECK REPLACEMENT	0.000				CON	
					0.312					

2006-2010 ROAD & BRIDGE PROGRAM

NORTH PASSING RELIEF LANES

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
ALPENA	M-32 (M-32)		LAKE WINYAH ROAD EAST TO BAGELY STREET	MINOR WIDENING	1.680	CON				
EMMET	US-31		SHAW ROAD TO GRAHAM ROAD	MINOR WIDENING	1.500			CON		
GRAND TRAVERSE	M-113		FROM KINGSLEY WEST 1.4 MILES	MINOR WIDENING	1.381			CON		
LEELANAU	M-72		FROM CEDAR RUN ROAD TO GOODRICK ROAD	MINOR WIDENING	1.510		CON			
OSCODA	M-33		CURTISVILLE ROAD TO ZIMOWSKI ROAD	MAJOR WIDENING	1.307	CON				
WEXFORD	M-55 (M-55)		WEST OF 17 ROAD TO WEST OF 21 ROAD	MINOR WIDENING	2.917		CON			
					10.295					

2006-2010 ROAD & BRIDGE PROGRAM

NORTH REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
ALCONA	M-72 (M-72)		O'DONNELL RD. TO F-41	RESURFACE	11.350	CON				
ALCONA	US-23		NORTH OF GREENBUSH TO SOUTH OF M-72 IN HARRISVILLE	RESTORATION AND REHABILITATION	3.840	CON				
ALCONA	US-23		EVERETT ROAD TO BLACK RIVER ROAD	RESTORATION AND REHABILITATION	4.889				CON	
ALCONA	US-23		FROM LAKE SHORE DRIVE NORTH	RESTORATION AND REHABILITATION	1.348					CON
ALPENA	M-32		INTERSECTION AT RIPLEY STREET IN ALPENA	RECONSTRUCTION	0.456			CON		
ALPENA	M-65		M-32 TO POSEN	RESURFACE	13.896	CON				
ALPENA	M-65		SOUTH OF VANWAGNER ROAD TO M-32	RESURFACE	16.221		CON			
ALPENA	US-23		THUNDER BAY RIVER BRIDGE TO HAMILTON ROAD	RECONSTRUCTION	2.390			CON		
ALPENA	US-23		HAMILTON ROAD TO PRESQUE ISLE COUNTY LINE	RESURFACE	8.019		CON			
ANTRIM	M-88		SOUTH OF ECKHARDT ROAD TO SOUTH CENTRAL LAKE	RESURFACE	1.400	CON				
ANTRIM	M-88		BELLAIRE TO ECKHARDT ROAD	RESTORATION AND REHABILITATION	5.480			CON		
ANTRIM	US-131		FROM ELDER ROAD NORTH TO M-66	RECONSTRUCTION	2.314				CON	
ANTRIM	US-31		FROM ELK RAPIDS TO CAMPBELL ROAD	RESTORATION AND REHABILITATION	4.697					CON
BENZIE	M-115		MANISTEE COUNTY LINE TO US-31	RESURFACE	10.941	CON				
BENZIE	M-115		FROM BRIDGE STREET EAST 4 MILES	RESTORATION AND REHABILITATION	3.469				CON	
BENZIE	M-168 (Frankfort Avenue)		FROM M-22 NORTHERLY TO ELBERTA	RESURFACE	0.940					CON
BENZIE	M-168 (Frankfort Ave)		ENTIRE LENGTH OF M-168	RECONSTRUCTION	0.953					CON
BENZIE	M-22		MANISTEE COUNTY LINE TO ELBERTA	RESURFACE	8.120		CON			
CHARLEVOIX	M-32		JORDAN RIVER BRIDGE EAST TO THIRD STREET	RECONSTRUCTION	0.281	CON				
CHEBOYGAN	I-75		FROM INDIAN RIVER TO TOPINABEE	RESTORATION AND REHABILITATION	4.690		CON			
CHEBOYGAN	I-75		TOPINABEE ROAD TO RIGGSVILLE ROAD	RESTORATION AND REHABILITATION	5.547			CON		
CHEBOYGAN	I-75 NB		FROM US-31 NORTH TO M-108	RESURFACE	1.990		CON			
CHEBOYGAN	I-75 SB (M 108/S I 75 RAMP)		I-75 SB AT M-108	RECONSTRUCTION	0.000	CON				
CHEBOYGAN	M-212 (Center Street)		TO ALOHA STATE PARK	RESTORATION AND REHABILITATION	0.733	CON				
CHEBOYGAN	M-27		FROM LINCOLN ST TO US-23	RECONSTRUCTION	0.992				CON	
CHEBOYGAN	US-23		FROM CHEBOYGAN EAST COUNTY LINE TO GARFIELD	RESTORATION AND REHABILITATION	13.780				CON	
CRAWFORD	I-75 BL		FROM M-72 EAST TO M-72 WEST	RECONSTRUCTION	0.688				CON	
CRAWFORD	I-75 SB		HARTWICK PINES REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000			CON		
GRAND TRAVERSE	M-72		US-31 AND M-72 IN ACME	MINOR WIDENING	1.528		CON			
GRAND TRAVERSE	US-31		ACME NORTHERLY TO THE ANTRIM COUNTY LINE	RESURFACE	7.140	CON				
IOSCO	M-65		FROM THE AU SABLE RIVER NORTH TO KINGSCORNER ROAD	RESTORATION AND REHABILITATION	3.593				CON	
KALKASKA	US-131		KALKASKA TO VILLAGE OF ANTRIM	RESURFACE	11.273		CON			
LAKE	M-37		US-10 (NORTH JUNCTION) TO 7 MILE ROAD	RESURFACE	10.478		CON			
LAKE	US-10		FROM BROADWAY AVENUE TO DEPOT STREET	RESTORATION AND REHABILITATION	7.740					CON
LEELANAU	M-204		FROM GOODHARBOR BAY TO SUTTTONS BAY	RESURFACE	7.810	CON				
LEELANAU	M-22		FROM M-72 NORTH TO CEDAR CREEK	RESURFACE	1.600		CON			
LEELANAU	M-22		FROM EMPIRE TO COUNTY ROAD 616	RESURFACE	3.810	CON				
LEELANAU	M-22		COUNTY ROAD 675 TO M-204	RESURFACE	15.530		CON			
LEELANAU	M-22 (South Leelanau Highway)		FROM COUNTY LINE TO EMPIRE	RESTORATION AND REHABILITATION	2.693					CON
LEELANAU	M-22 (West Bay Shore Drive)		FROM M-201 TO OMENA	RESTORATION AND REHABILITATION	5.043					CON
MANISTEE	M-115		NORTH MANISTEE COUNTY LINE TO EAST MANISTEE COUNTY	RESURFACE	9.776	CON				

2006-2010 ROAD & BRIDGE PROGRAM

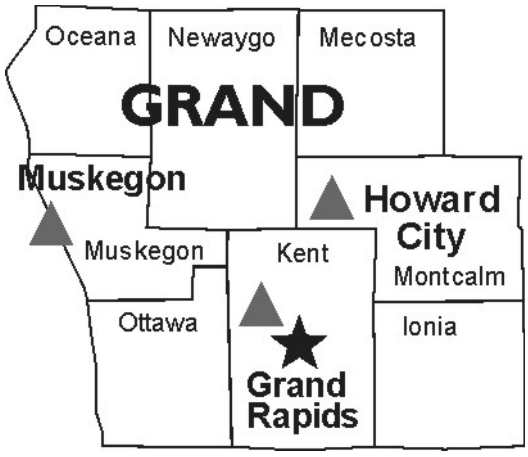
NORTH REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
MANISTEE	US-31		BETWEEN MANISTEE AND BEAR LAKE	RECONSTRUCTION	5.227		CON			
MANISTEE	US-31 (S US 31)		US-31 AT MEMORIAL DRIVE	TRAFFIC OPERATIONS OR SAFETY WORK	0.119				CON	
MISSAUKEE	M-55		M-66 TO 8 MILE ROAD	RESTORATION AND REHABILITATION	8.125			CON		
MISSAUKEE	M-66		M-55 TO M-42	RESTORATION AND REHABILITATION	2.080			CON		
MONTMORENCY	M-33		M-32 IN ATLANTA NORTH TO PRESQUE ISLE COUNTY LINE	RESTORATION AND REHABILITATION	14.292	CON				
OGEMAW	I-75 NB		WEST BRANCH REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000	CON				
OGEMAW	M-30		FROM THE GLADWIN COUNTY LINE TO M-55	RESURFACE	8.179		CON			
OGEMAW	M-55		HENDERSON LAKE ROAD TO SAGE LAKE ROAD	RESURFACE	4.729		CON			
OGEMAW	M-55 OLD (County Road 23)		FROM WEST OF WOODS RD TO WEST OF GREEN RD	RESURFACE	8.105	CON				
OSCEOLA	M-115		50TH AVENUE TO 19 MILE ROAD	RECONSTRUCTION	3.140			CON		
OSCEOLA	M-115		M-61 TO CLARE COUNTY LINE	RESTORATION AND REHABILITATION	5.821				CON	
OSCEOLA	OLD 131		FROM SOUTH OSCEOLA COUNTY LINE TO 3 MILE RD.	RESURFACE	3.010					CON
OSCEOLA	US-10		200TH AVENUE TO WEST OF 175TH AVENUE	RECONSTRUCTION	2.320	CON				
OSCEOLA	US-131 NB		NORTH OF LUTHER ROAD TO M-115	RESURFACE	15.386		CON			
OSCEOLA	US-131 SB	PF	SOUTH OF LUTHER ROAD TO WHITE PINE TRAIL	RESURFACE	12.178	CON				
OSCODA	M-72		FROM FAIRVIEW TO CROOKED LAKE ROAD	RESTORATION AND REHABILITATION	9.248					CON
OTSEGO	I-75		RAMPS AT OLD 27	RESTORATION AND REHABILITATION	0.000			CON		
PRESQUE ISLE	M-68		CURTIS ROAD TO US-23	RESURFACE	7.090		CON			
ROSCOMMON	I-75		FROM MAPLE VALLEY ROAD TO NINE MILE HILL ROAD	RESTORATION AND REHABILITATION	7.010					CON
ROSCOMMON	I-75 SB		NINE MILE HILL REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000	CON				
ROSCOMMON	US-127 NB		AT HOUGHTON LAKE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.335					CON
ROSCOMMON	US-127 SB		AT THE HIGGINS LAKE REST AREA	ROADSIDE FACILITIES - PRESERVE	1.193				CON	
WEXFORD	M-115		SUNNYSIDE DRIVE TO 39 ROAD	RECONSTRUCTION	0.852	CON				
WEXFORD	M-115		MACKINAW TRAIL TO 46 ROAD	RESURFACE	1.009			CON		
WEXFORD	M-37		NORTH OF 30 ROAD TO M-115	RESURFACE	7.598	CON				
WEXFORD	M-37		M-55 TO 30 ROAD	RESURFACE	11.831		CON			
WEXFORD	US-131		M-115 TO SOUTH OF US-131BR	RESTORATION AND REHABILITATION	0.744	CON				
WEXFORD	US-131 BR (Mitchell Street)		PEARL STREET TO CHAPIN STREET	RECONSTRUCTION	0.912				CON	
					357.971					

Grand Region

2006-2010

Five Year Transportation Program



The Grand Region serves eight counties in west Michigan. These include Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties. Located within the Grand Region are the metropolitan areas of Grand Rapids, Holland and Muskegon which together make up one of the largest economies in the Upper Midwest, employing over 600,000 people. Major economic sectors in the Grand Region include manufacturing, retail, health care, agriculture and tourism. Major state trunklines include: I-96, I-196, US-31, US-131 and the new M-6 freeway.

Under the Preserve First initiative, the Grand Region will continue to prioritize road and bridge preservation needs along the major trunkline routes, to address system condition needs and support the economy of this region. Project selection strategies focus on preserving and upgrading the system with an emphasis on freeway modernization, safety, and operational improvements.

2005 Accomplishments

The Grand Region's construction program over the last five years included a record level of over $265 million in construction contracts. Over 674 miles of road were resurfaced or reconstructed, and 121 bridges were upgraded over this period. As a result, surface condition improved from 70 percent good in 1997 to 86 percent good in 2004. With the completion of the M-6 freeway there are over 75 new structures and 20 miles of new roadway. These surface and capacity improvements are vital in bringing about improved ride quality, and reduced congestion and travel times.

M-6 (Paul B. Henry Freeway)

The Paul B. Henry Freeway was opened to traffic on November 17, 2004. Since its opening, the new freeway carries nearly 40,000 vehicles daily. This $650-million transportation investment is now a major transportation corridor for the Grand Rapids Metropolitan area.

It will improve accessibility, relieve congestion, and play a vital role in West Michigan economic development efforts.

US-131, Grand Rapids Metro Area

Reconstruction of this major freeway corridor along the southbound lanes between Ann Street and West River Drive was completed in 2005. It included the addition of a southbound merge/weave lane from the West River Drive off-ramp to the I-96 westbound on-ramp, and between eastbound I-96 and the southbound Ann Street off-ramp; to enhance traffic safety and operations. Pavement rehabilitation was also competed northbound from North Park (I-96) to West River. Bridge maintenance activities through the US-131 corridor at Wealthy, Franklin, Hall Burton, 36th and 44th streets were also completed in 2005.

M-37 in Caledonia

The four-mile segment from southern Kent County Line north to 76th Street was resurfaced in 2005. In addition, a center left turn lane was added and the intersection safety improvements at 92nd and 100th Streets were completed for the growing commercial corridor segment in the Village of Caledonia.

Chicago Drive at 80th Avenue in Zeeland Township

In response to the development of the Zeeland Community Hospital, intersection improvements, right turn lanes and in-direct left turns were completed in 2005. This project was completed through a partnership with local agencies and stakeholders and represents a context sensitive solution to an important community project.

US-31 between Fruitvale Road and Winston Road

After completing work in Holland, between 8th and 32nd streets in 2004, work shifted north in 2005. Twenty-one miles of US-31 in Muskegon and Oceana were resurfaced on this tourist and commuter corridor along the coast of Lake Michigan. Also, in 2005 the northbound off-ramp at Russell Road was lengthened, and turning lanes were modified. This project improved traffic flow and increased safety for this developing area of Muskegon County.

The M-104 corridor in Ottawa County

Improvements continued along the M-104 corridor in 2005. After adding a right-turn and improving the intersection at School Street in 2004. A segment in the Village of Spring Lake was resurfaced from US-31 east to Lake Street, along with a right-turn lane added at Krueger Street.

M-21 in Kent and Ionia Counties

In 2005, intersection improvements took place at Pettis Avenue, and a center left-turn lane was added at Bennett Street to improve traffic and safety near Ada. M-21 was also rehabilitated from west of Haynor Street to the east junction of M-66 in the city of Ionia.

M-11 (28th Street)

An important segment of this high-volume corridor received a vital improvement with the replacement of the structure over US-131. The bridge upgrade included freeway ramp improvements, and widening for the addition of a non-motorized connection in cooperation with the City of Wyoming.

I-96 in Ionia County

Concrete joint repairs along with shoulder improvements were made along a 26-mile segment in 2005.

US-131 Rest Area Improvement in Kent County

Work on the Rockford Rest area on southbound US-131 began in 2005. When completed, this $1.6 million upgrade will include: demolition of the existing building and construction of a new building and sidewalks. The rest area will also receive parking area repairs and expansion, new lighting, picnic tables, grills, benches, and other amenities. Completion is scheduled for May 2006.

US-131 near the City of Big Rapids

A major resurfacing project was completed in 2005**.** The work took place between 13 Mile and 19 Mile Roads. This work continues recent improvements to this corridor in Montcalm and Mecosta counties.

M-46 projects

In 2005, approximately 16 miles of resurfacing, reconstruction, and intersection safety upgrades was completed in Montcalm County. These projects were located from Amble Road to the M-66 east junction (Sheridan Road) and 2nd Street to Lewis Street in Edmore.

Expansion of Intelligent Transportation Systems (ITS) for the Grand Rapids I-96/1-196 corridor began in 2004 and expected completion is set for 2005.

Components of this project include changeable message signs and cameras to monitor traffic operation. An area-wide ITS Study is also underway in conjunction with the Grand Valley Metro Council, in addition to a Rural ITS Study in partnership with the Superior Region, as part of MDOT's statewide ITS activities.

Five Year Road and Bridge Program

The road and bridge preservation projects identified in this 2006 to 2010 Five Year Transportation Program for the Grand Region total approximately $216 million (Note: this does not include $62 million in CPM work). Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2006 through FY 2010			
Grand Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total**
Road Preservation	$165	$0	$0	$165
Bridge Preservation	$50	$1	$0	$51
Road & Bridge CPM	$41	$14	$8	$62
Total 2006-2010	*$256*	*$15*	*$8*	**$278**

(Road Preservation includes Roadside facilities)

(Amounts are rounded to the nearest million dollars)

Capital preventive maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five Year Plan period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing bridge condition. The Jobs Today investment initiative for the Grand Region will provide approximately $8 million for CPM work in FY 2006.

Grand Region	**Route Miles**	**Number of Bridges and other Structures**
Total in Region	949	736
Scheduled Work	138	44
Percentage of Region	15%	6%

The 2006-2010 program for road preservation work reflects approximately 138 miles (15%) of the Grand Region's 949 route miles of state trunklines during the next five years.

The 2006-2010 program for bridge preservation work will address 44 (6%) of the region's 736 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Over this 2006-2010 timeframe, major freeway work is programmed for the US-131 freeway north and south of Grand Rapids, I-96 in Kent and Ottawa Counties, and I-196 bridges in the city of Grand Rapids. Pavement rehabilitation is planned for the existing US-31 corridor in the Holland area, as well as Muskegon and Oceana counties.

Several Congestion Mitigation/Air Quality (CMAQ) projects are also planned for trunklines in Kent, Ottawa, and Muskegon counties. Some of the major CMAQ, Traffic-Safety, and CPM projects are coordinated with other rehabilitation projects.

Public Involvement

Nineteen participants attended the Grand Region Listening Session in Walker on November 30, 2005, including representatives of local governments, local planning commissions and private citizens. There was support for extension of US-131 from Kalamazoo to the Indiana state line and for Sternberg Road access to I-96. Both of these projects would contribute to strengthening of the state's economy. Support was expressed for capacity improvements to reduce peak congestion in the US-31/ James Street area and the I-196/M-40 interchange.

Requests for preservation projects were submitted to reconstruct Chicago Drive (Old M-21) from 48th Avenue to Main Street, to resurface M-46 in the village of Edmore, to repave Ball Creek Road between the village boundary and Fruitport Avenue, and to repave Kenowa Avenue between M-37 and Sixteen Mile Road.

Corridor Improvement Strategy

Major new preservation projects in the 2006 to 2010 program include:

I-196 (Gerald R. Ford Freeway) Bridges in Grand Rapids

Pending federal approval of the Environmental Assessment, major rehabilitation and improvements are planned in 2006 to several bridges along I-196 in Grand Rapids east of US-131. I-196 is nearly 40 years old in this area and has the second highest traffic volumes in the Grand Region. These projects will address structural issues on the bridges and improve traffic operations along this core urban freeway. This freeway provides access to the downtown area, including the new convention-entertainment complex and the Life Sciences Corridor. In 2008, a major rehabilitation project is scheduled in western Kent County to improve the segment from Kenowa Avenue to Chicago Drive. Reconstruction of the eastbound lanes from Grand River to Fuller Avenue, as well as the westbound lanes from Monroe Avenue to Fuller Avenue, is planned for 2010. The reconstruction will include weave/merge lanes between interchanges to improve freeway access, operations and safety.

I-96 Freeway between Coopersville and M-37 (Alpine Avenue) in Ottawa and Kent Counties

In 2006, a five-mile segment between Marne (in Ottawa County) and M-37 (Alpine Avenue) in Kent County will be rehabilitated. This project continues the improvement of the corridor begun in 2004 with the Coopersville to Marne reconstruction. Improvements are also planned at the Walker Avenue interchange to enhance safety and access in cooperation with the city of Walker. This corridor of the I-96 freeway links Grand Rapids and Muskegon.

US-131 Freeway, from Grand Rapids north to Rockford

A rehabilitation project from West River Drive to 10 Mile Road is planned for both 2007 and 2008. A series of bridge repairs for the US-131 corridor will also be coordinated with road work throughout the Five Year Plan. Continuing the 2005 project, the northbound segment from Ann Street to North Park (I-196) will be reconstructed in 2007 and a weave merge lane will be added to improve traffic operations and safety.

US-31 in Muskegon and Oceana Counties

Three resurfacing projects are scheduled for US-31: Shelby Road to Polk Road in 2007;

A 2008 project will reconstruct the segment from M-20 to Shelby Road; and, in 2009, two major projects are scheduled on Oceana County; Winston to M-20 and Monroe Road to the northern county line.

US-31 in Grand Haven and Holland Area's

Left-turn lanes and cross over improvements will take place in 2006. The project is located between Buchanan and Madison streets. There is also a Capital Preventative Maintenance Project that will extend pavement life through concrete pavement repairs from M-45 to Third Street (near Grand Haven). In 2007, a resurfacing project spanning 12 miles between James Street (near Holland) and M-45 will be completed.

Old US-131 in Mecosta County

Old US-131 will be resurfaced in 2007, beginning at the southern Mecosta County line and north to 14 Mile Road. The project will extend the service life and ride quality for users of this rural trunkline.

M-20 has major rehabilitation projects scheduled in Mecosta County

The design phase has begun for the segment from 13 Mile Road to 80th Avenue east of Big Rapids and construction is scheduled to be completed in 2007. In 2009, rehabilitation of M-20 will be completed on 80th Avenue to Poe Avenue. In 2008, approximately four miles of road will rehabilitated from Newcosta Road east to US-131.

M-11 (Wilson Ave) at M-45 (Lake Michigan Dr.)

Work continued on these important corridors in the City of Walker. Following major improvement work in 2004,at the M-11/M-45 intersection, M-11 and M-45 were resurfaced adjacent to the intersection in 2005. The intersection at O'Brien will be upgraded in 2006. As part of this upgrade, a left turn lane will be added on M-11.

M-21 Corridor in Ionia County

Major reconstruction projects to improve the corridor will continue in 2006 and be completed in 2008. 2006 and 2007 projects will resurface 7.7 miles M-21 from Hillcrest Drive to Cook Road. In 2008, M-21 will be rehabilitated from M-66 to Lovell Street. A resurfacing project is also planned between Hawley Highway and Detmers Road in 2009. Resurfacing will continue for this corridor in 2010 from the eastern Kent County line, east to Hawley Highway, and from Detmers Road to west of Lincoln Avenue.

M-66 projects

Include reconstruction from M-21 north to Apple Tree Lane in the city of Ionia, as well as resurfacing and construction of median crossovers from Portland Road to Grand River Avenue in the area of the I-96/M-66 interchange. Both projects are scheduled for 2006.

M-11 (28th Street)

The Grand Region effort continues to improve the heavily traveled intersections within the 28th Street corridor. A 2008 reconstruction project will be completed from US-131 to Division Avenue, including the Division Avenue and 28th Street intersection.

In conjunction with this project, the segment between Division and Kalamazoo Avenues will be resurfaced. In 2009 a major reconstruction will take place from Grand River east to Church Street in Grandville. This project will improve the condition of M-11 at the interchange with I-196. A traffic study will also be undertaken in the corridor to identify opportunities to optimize traffic operations.

M-91 in Montcalm County

A segment of M-91 from Wise Road to Peck Road will be resurfaced in 2008. In 2010, a reconstruction and resurfacing will be done from Gibson Road north to Wise Road.

I-196BL in the Holland area

Pavement rehabilitation of the segment from 96th Avenue to I-196 is included in the 2006 schedule of projects.

Chicago Drive (Old M-21) in the Jenison and Hudsonville areas

Will be resurfaced in 2007, from 12th Avenue to School Street and from the Hudsonville City Limit to 12th Avenue. Work will continue on this corridor in 2010 with the resurfacing from the Hudsonville east city limit, west to 40th Avenue.

M-37/M-46 in Muskegon County

In 2010, reconstruction will begin around this intersection. Work on M-37 will extend from the intersection north to Moon Road. M-46 will be improved immediately west of the intersection. M-46 will also see concrete reconstruction from the northbound off-ramp from US-31 to east of Shonat Avenue near the City of Muskegon.

M-82 in Fremont and Newaygo

A reconstruction project is planned between Industrial Drive and Market Street in Fremont. As part of this project, this corridor will get new street lighting and a streetscape with enhancement funds obtained by the City of Fremont. M-82 will also see improvements at the intersection with M-37 with a scheduled resurface and the addition of a center left-turn lane. This project will enhance safety and manage access to the commercial area near the intersection near Newaygo.

GT2 (Great Transit/Grand Tomorrows)

Study/Rapid Central Station: Grand Region, Bureau of Transportation Planning and Multi-Modal Bureau staff, continue to participate with the Interurban Transit Partnership (the Rapid) in this major transit investment study in the Grand Rapids metro area. A locally preferred corridor and mode choice will be identified in 2006.

2006-2010 ROAD & BRIDGE PROGRAM

GRAND BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
OTTAWA	US-31		US-31 OVER GRAND RIVER	OVERLAY - EPOXY	0.000	CON				
					0.000					

2006-2010 ROAD & BRIDGE PROGRAM

GRAND **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
KENT	I-196		I-196, M-21 EB OVER CONRAIL RAILROAD (ABANDONED)	SUPERSTRUCTURE REPAIR	1.000		CON			
KENT	I-196		I-196, M-21 WB OVER CONRAIL RAILROAD (ABANDONED)	SUPERSTRUCTURE REPAIR	1.000		CON			
KENT	I-196		I-196, M-21 EB OVER BUTTERWORTH AVENUE	MISCELLANEOUS BRIDGE CPM	0.000		CON			
KENT	I-196		I-196, M-21 WB OVER BUTTERWORTH AVENUE	MISCELLANEOUS BRIDGE CPM	0.000		CON			
KENT	I-196		I-196, M-21 EB OVER BRIDGE STREET	OVERLAY - DEEP	1.000		CON			
KENT	I-196		I-196, M-21 WB OVER BRIDGE STREET	OVERLAY - DEEP	1.000		CON			
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 EB OVER OTTAWA AVENUE AND RAMP A	SUPERSTRUCTURE REPLACEMENT	0.001	CON				
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 WB OVER OTTAWA AVENUE AND RAMP A	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	0.001	CON				
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 EB OVER US-131 BR AND IONIA	SUPERSTRUCTURE REPLACEMENT	0.001	CON				
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 WB OVER US-131 BR AND IONIA	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	0.001	CON				
KENT	I-196 (Gerald R Ford Freeway)		SCRIBNER OVER I-196 EB	OVERLAY - DEEP	1.000			CON		
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 EB OVER LAFAYETTE AVENUE	OVERLAY - DEEP	1.000			CON		
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 WB OVER LAFAYETTE AVENUE	OVERLAY - DEEP	1.000			CON		
KENT	I-196		FULLER AVENUE OVER I-196	SUPERSTRUCTURE REPAIR	0.000			CON		
KENT	I-196 (Gerald R Ford Freeway)		I-196 WB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	0.001	CON				
KENT	I-196		I-196, M-21 WB OVER LANE AVENUE	DECK REPLACEMENT, WIDEN, ADD LANES	1.000		CON			
KENT	I-196		I-196, M-21 EB OVER CONRAIL RAILROAD (ABANDONED)	SUPERSTRUCTURE REPAIR	0.000		CON			
KENT	I-196		I-196 WB OVER 36TH STREET	OVERLAY - DEEP	0.000					CON
KENT	I-196		I-196 EB OVER 36TH STREET	OVERLAY - DEEP	0.000					CON
KENT	I-196 EB (Gerald R Ford Freeway)		I-196, M-21 EB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	0.000	CON				
KENT	I-96		I-96 EB OVER MID MICHIGAN RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
KENT	I-96		I-96 WB OVER MID MICHIGAN RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
KENT	I-96		WALKER AVENUE OVER I-96	BRIDGE REPLACEMENT	0.000	CON				
KENT	I-96 EB		I-96, M-21 EB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	1.000	CON				
KENT	I-96 WB		I-96, M-21 WB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	1.000	CON				
KENT	M-21 (Main Street)		M-21 OVER FLAT RIVER	BRIDGE REPLACEMENT	0.000					CON
KENT	M-21 (Main Street)		M-21 OVER FLAT RIVER	BRIDGE REPLACEMENT	0.000					CON
KENT	M-21		M-21 OVER GRAND RIVER	BRIDGE REPLACEMENT	1.000				CON	
MECOSTA	US-131		US-131 SB OVER 3 MILE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
MECOSTA	US-131		US-131 NB OVER 3 MILE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
MUSKEGON	I-96		RUSSELL ROAD OVER US-31	OVERLAY - DEEP	3.000				CON	
MUSKEGON	I-96		FRUITPORT ROAD OVER I-96	OVERLAY - DEEP	3.000				CON	
MUSKEGON	US-31	PF	HILE ROAD OVER US-31	OVERLAY - SHALLOW	1.000		CON			
MUSKEGON	US-31 BR		US-31 BR EB OVER SOUTH BRANCH MUSKEGON RIVER	OVERLAY - DEEP	0.000					CON
MUSKEGON	US-31 BR		US-31 BR WB OVER SOUTH BRANCH MUSKEGON RIVER	OVERLAY - DEEP	0.000					CON
MUSKEGON	US-31 BR		US-31 BR EB OVER MUSKEGON RIVER	BRIDGE REPLACEMENT	0.000					CON
NEWAYGO	I-96		M-20 OVER WHITE RIVER	OVERLAY - DEEP	3.000				CON	
NEWAYGO	M-37		M-37 OVER CSX RAILROAD, PENOYER CREEK	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
OCEANA	US-31		US-31 SB OVER BUCHANAN ROAD	PIN & HANGER REPLACEMENT	0.000			CON		
OCEANA	US-31		US-31 NB OVER BUCHANAN ROAD	PIN & HANGER REPLACEMENT	0.000			CON		
OCEANA	US-31 (OLD) (Oceana Drive)		US-31 (OLD) OVER PENTWATER RIVER	OVERLAY - DEEP	0.000			CON		

2006-2010 ROAD & BRIDGE PROGRAM

GRAND **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
OTTAWA	US-31	PF	US-31 NB OVER CSX RAILROAD	SUBSTRUCTURE REPAIR	0.000	CON				
OTTAWA	US-31	PF	US-31 SB OVER CSX RAILROAD	SUBSTRUCTURE REPAIR	0.000	CON				
					15.002					

2006-2010 ROAD & BRIDGE PROGRAM

GRAND **REPAIR AND REBUILD ROADS**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
IONIA	I-96 BS (GRAND RIVER AVENUE)		KENT STREET EAST TO CHARLOTTE HIGHWAY	RECONSTRUCTION	0.652				CON	
IONIA	M-21 (BLUE WATER HIGHWAY)		HAWLEY HIGHWAY EAST TO DETMERS ROAD	RESURFACE	4.050				CON	
IONIA	M-21 (BLUE WATER HIGHWAY)		KENT COUNTY LINE EAST TO PINCKNEY ROAD	RESURFACE	2.648					CON
IONIA	M-21 (BLUE WATER HIGHWAY)		PINCKNEY ROAD EAST TO HAWLEY HIGHWAY	RESURFACE	2.426					CON
IONIA	M-21 (BLUE WATER HIGHWAY)		DETMERS ROAD EAST TO WEST OF LINCOLN AVENUE	RESURFACE	3.174					CON
IONIA	M-21 (E Lincoln Ave)		M-66 (DEXTER STREET) EAST TO LOVELL STREET	RESURFACE	1.338			CON		
IONIA	M-21 (E Bluewater Hwy)		HILLCREST DRIVE EAST TO MUIR WEST VILLAGE LIMITS	RESURFACE	3.494		CON			
KENT	I-196 (Gerald R Ford Freeway)		KENOWA AVENUE EAST TO CHICAGO DRIVE	RESTORATION AND REHABILITATION	2.116			CON		
KENT	I-196 (GERALD R FORD FREEWAY)		THE GRAND RIVER EAST TO FULLER AVE	RECONSTRUCTION	1.739					CON
KENT	I-96		16TH AVENUE EAST TO BRISTOL AVENUE	RESTORATION AND REHABILITATION	6.218	CON				
KENT	M-11 (28TH STREET)		DIVISION AVENUE EAST TO KALAMAZOO AVENUE	RESURFACE	1.849			CON		
KENT	M-11 (28TH STREET)		US-131 EAST TO DIVISION AVENUE	RECONSTRUCTION	0.462			CON		
KENT	M-11 (Wilson Ave SW)		FROM GRAND RIVER EAST TO EAST OF CHURCH STREET	RECONSTRUCTION	0.240				CON	
KENT	US-131		M-11 NORTH TO WEALTHY ST	RESURFACE	2.914				CON	
KENT	US-131 BR (Division Avenue)	JT	UNDER MICHIGAN AVENUE	BRIDGE REPLACEMENT	0.000		CON			
KENT	US-131 BR (Division Avenue)	JT	MICHIGAN ST OVER US-131 BR	BRIDGE REPLACEMENT	0.000		CON			
KENT	US-131 BR (Division Avenue)		AT MICHIGAN AVENUE	RECONSTRUCTION	0.138		CON			
KENT	US-131 NB		WEST RIVER DRIVE NORTH TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	6.372		CON			
KENT	US-131 SB		WEST RIVER DRIVE NORTH TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	6.411			CON		
KENT	US-131/I-296 NB		ANN STREET NORTH TO NORTH PARK STREET	RECONSTRUCTION	2.333		CON			
MECOSTA	M-20 (11 MILE ROAD)		13 MILE ROAD EAST TO 80TH AVENUE	RESTORATION AND REHABILITATION	5.896		CON			
MECOSTA	M-20 (9 Mile Rd)		80TH AVE E TO POE ST (REMUS)	RESTORATION AND REHABILITATION	6.350				CON	
MECOSTA	M-20 (M-20)		NEWCOSTA ROAD EAST TO 200TH AVENUE	RESTORATION AND REHABILITATION	3.755			CON		
MECOSTA	US131OLD (Northland Dr)		MECOSTA SOUTH COUNTY LINE NORTH TO 14 MILE ROAD	RESURFACE	14.669		CON			
MONTCALM	M-66 (N Sheridan Rd)		CLARK STREET NORTH TO THE SOUTH M-46 JUNCTION	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	7.357	CON				
MONTCALM	M-91 (GREENVILLE ROAD)		WISE ROAD NORTH TO PECK ROAD	RESURFACE	0.330			CON		
MONTCALM	M-91 (GREENVILLE ROAD)		GIBSON STREET NORTH TO WISE ROAD	RECONSTRUCTION	1.496					CON
MUSKEGON	M-37 (NEWAYGO ROAD)		M37: M46 TO MOON RD; M46: M37 TO 1200 FEET WEST	RESTORATION AND REHABILITATION	1.725					CON
MUSKEGON	M-46 (APPLE AVENUE)		US-31 EAST TO SHONAT AVENUE	RECONSTRUCTION	0.156					CON
NEWAYGO	M-37 (Mason Dr)		AT M-82	MINOR WIDENING	0.506	CON				
NEWAYGO	M-82 (W Main St)		INDUSTRIAL DRIVE EAST TO MARKET AVENUE	RECONSTRUCTION	0.434	CON				
OCEANA	US-31		MONROE ROAD NORTH TO OCEANA NORTH COUNTY LINE	RESTORATION AND REHABILITATION	4.357				CON	
OCEANA	US-31		SHELBY ROAD NORTH TO POLK ROAD	RESURFACE	5.033		CON			
OCEANA	US-31		WINSTON ROAD NORTH TO M-20	RESURFACE	3.973				CON	
OCEANA	US-31		M-20 NORTH TO SHELBY ROAD	RECONSTRUCTION	3.645			CON		
OTTAWA	I-196		ZEELAND REST AREA	ROADSIDE FACILITIES - PRESERVE	0.993			CON		
OTTAWA	I-196 BL (BYRON ROAD)		96TH AVENUE EAST TO I-196	RESTORATION AND REHABILITATION	2.310	CON				
OTTAWA	I-96 WB		FRUITPORT REST AREA	ROADSIDE FACILITIES - PRESERVE	2.393	CON				
OTTAWA	M-21 OLD (CHICAGO DRIVE)		RUSH CREEK EAST TO 11TH AVENUE	RESURFACE	2.074		CON			
OTTAWA	M-21 OLD (CHICAGO DRIVE)		11TH AVENUE EAST TO MAIN STREET	RESURFACE	1.286		CON			
OTTAWA	M-21 OLD (CHICAGO DRIVE)		40TH AVENUE EAST TO RUSH CREEK	RESURFACE	2.249					CON

2006-2010 ROAD & BRIDGE PROGRAM

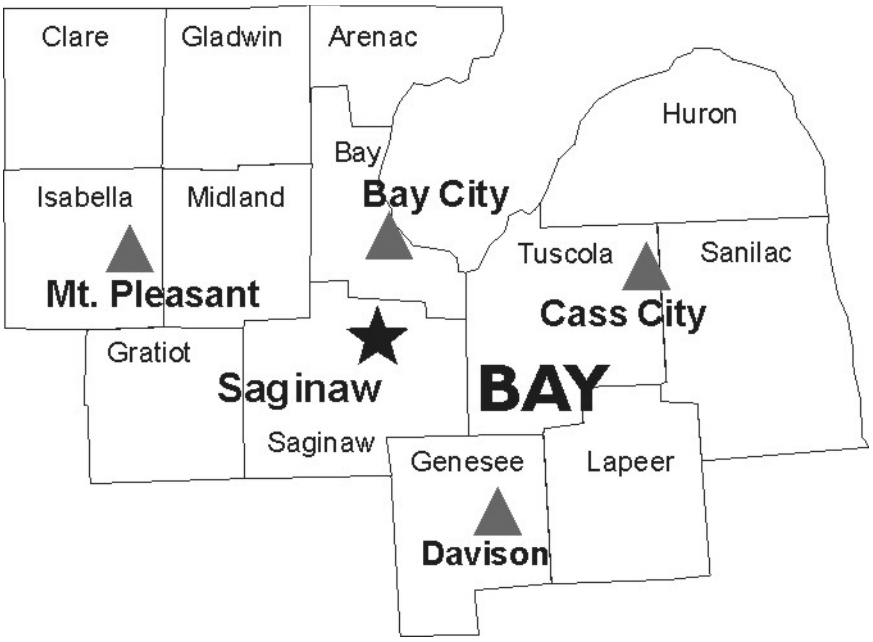
GRAND **REPAIR AND REBUILD ROADS**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
OTTAWA	M-45 OLD (RIVER HILL DRIVE)		THE GRAND RIVER EAST TO M-45	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	1.306	CON				
OTTAWA	US-31		JAMES STREET NORTH TO M-45	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	12.067		CON			
OTTAWA	US-31 (BEACON ROAD)		BUCHANAN ST NORTH TO MADISON ST	TRAFFIC OPERATIONS OR SAFETY WORK	5.819	CON				
OTTAWA	US-31		AT LINCOLN STREET AND BUCHANAN STREET	TRAFFIC OPERATIONS OR SAFETY WORK	0.691	CON				
					139.444					

Bay Region

2006-2010

Five Year Transportation Program



The Bay Region includes thirteen (13) counties in the Saginaw Bay area. They are: Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac and Tuscola. Major state trunklines in the region include: I-75, I-69, US-127, US-23 and US-10.

Continuing to provide transportation services to the region's agricultural industry is a priority for the Bay Region. Portions of the Bay Region include agricultural industries that produce a large quantity of sugar beets and function as worldwide exporters of beans. Bay Region highways also serve the Flint, Saginaw, Bay City and Midland industrial centers and as primary routes for tourism and international trade.

2005 Accomplishments

The Bay Region awarded more than $605 million in road and bridge construction contracts over the past five years. During the past five years, 366 structures have been maintained, upgraded or improved and 407 centerline miles of state trunkline have been reconstructed or resurfaced.

During 2005, two projects which began construction in 2004 were completed. In 2004, seven miles of southbound I-75 from M-57 northerly to Birch Run Creek were reconstructed. In 2005, the northbound lanes were reconstructed. This completes another phase of I-75 reconstruction north of I-475 Exit 125) in Genesee and Saginaw counties.

Another project, which is part of MDOT's capacity improvement program, was also completed in 2005.

The project is M-84 from Pierce to Delta Roads in Saginaw and Bay Counties. The construction of the southbound lanes completed a boulevard section of what was previously a two-lane highway. The remaining portion of the corridor improvements, M-84 from Delta Road northerly to Euclid Avenue in Bay County, has been deferred from the MDOT program and details of that section are addressed in the Expanding the System – Bay Region section of this report.

In 2005, there were other significant improvements within the Bay Region that involved reconstruction work. These projects were:

- The **US-23 freeway from Thompson Road north to I-75** in Genesee County was reconstructed.
- **M-57 from the west city limits of Clio to M-54** was partially reconstructed with the remaining being milled with an asphalt overlay. The city accompanied this work with utility work.
- **M-13 from south of Pinconning to the north village limits** included a combination of reconstruction and milling with an asphalt overlay for nearly 2.8 miles along this route in Bay County.
- **I-75 from Lincoln Road in Bay County northerly to the Arenac-Ogemaw county line**. Work has begun on a 13-mile segment of this roadway. The pavement improvements include pavement rubblization and asphalt overlay. This work will be completed in the 2006 construction season.

Many resurfacing projects were also programmed and constructed in order to achieve MDOT's condition goals. Three major projects include:

- An asphalt overlay of **US-10 from the Osceola-Clare County line** southeast for nine miles.
- An asphalt overlay for six miles **of M-53 in Huron County, from Popple to Outer Drive.** This project also included paved shoulders.
- The two-mile milling and resurfacing of **M-13/Euclid Avenue in Bay City, from Fisher to Wilder Roads.**

Significant bridge work also occurred during 2005. Preventive maintenance or scheduled maintenance was completed on 53 structures. Eight structures were replaced or repaired.

Five Year Road and Bridge Program

The road and bridge preservation projects identified in this 2006 to 2010 Five Year Transportation Program for the Bay Region total approximately $405 million (Note: this does not include $73 million in CPM work). Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2006 through FY 2010			
Bay Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total**
Road Preservation	$243	$20	$63	$326
Bridge Preservation	$71	$6	$2	$79
Road & Bridge CPM	$65	$0	$8	$73
Total 2006-2010	*$380*	*$26*	*$72*	**$478**

(Road Preservation includes Roadside facilities)
(Amounts are rounded to the nearest million dollars)

Capital preventive maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five Year Plan period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing bridge condition. The Jobs Today investment initiative for the Bay Region will provide approximately $7 million for CPM pavement work in FY 2006. The Bay Region will invest another $1 million of Jobs Today Funds for bridge CPM work.

Bay Region	Route Miles	Number of Bridges and other Structures
Total in Region	1,512	1,029
Scheduled Work	199	93
Percentage of Region	13%	9%

The 2006-2010 program for road preservation work reflects approximately 199 miles (13 %) of the Bay Region's 1,512 route miles of state trunklines during the next five (5) years.

The 2006-2010 program for bridge preservation work will address 93 (9 %) of the region's 1,029 trunkline bridges and structures.

In 2006, it is anticipated to have 285 route miles of CPM improvements along the roadways within the Bay Region.

Public Involvement

Two meetings were held in the Bay Region on December 13, 2005. The first was held in Saginaw at the Region Office. Twelve citizens attended. Comments regarding corridor improvements were specifically mentioned including the deferred M-84 project into Bay City and increasing capacity of M-24 north of the Oakland County boundary. Other comments referred to the development of regional Intelligent Transportation System (ITS) architecture. The meeting in Mt. Pleasant was attended by 19 people and many additional comments were emailed or mailed to MDOT regarding projects in this area. Citing safety and strengthening the state's economy reasons, comments requested the completion of US-127 between St. Johns and Ithaca as a limited access freeway. There were approximately 28 comments referring to this project.

Corridor Improvement Strategies

Project selection in the Bay Region emphasizes freeway modernization, with particular attention given to I-75 as a Statewide Corridor of Significance. I-75 is a major tourist route from other states and Southeast Michigan to attractions in the north. The Bay Region has also systematically improved most of the US-127 corridor from the Gratiot County line to the north Clare County line.

I-69 has also been identified as a Statewide Corridor of Significance because it is a North America Free Trade Agreement (NAFTA) route spanning the Bay Region through Genesee and Lapeer Counties. Accordingly, long term fixes have been identified for this corridor.

2006-2010 ROAD & BRIDGE PROGRAM

BAY BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
BAY	M-25		M-13/M-84 OVER EAST CHANNEL SAGINAW RIVER	MISCELLANEOUS BRIDGE CPM	0.000	CON				
BAY	M-25		M-25 OVER SAGINAW RIVER AND MECHELEN DRIVE	OVERLAY - EPOXY	0.000	CON				
SAGINAW	I-675		I-675 OVER SAGINAW RIVER, GTW C&O RAILROADS & M-13	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		M-58 EB OVER GTW, SCX RAILROAD & DAVENPORT STREET	OVERLAY - DEEP	0.000			CON		
					0.000					

2006-2010 ROAD & BRIDGE PROGRAM

BAY BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
BAY	I-75	PF	I-75 NB OVER DUTCH CREEK	OVERLAY - DEEP	0.033	CON				
BAY	I-75	PF	I-75 SB OVER DUTCH CREEK	OVERLAY - DEEP	0.033	CON				
BAY	I-75		AMELITH ROAD OVER I-75	OVERLAY - DEEP	0.000	CON				
BAY	M-13 (Lafayette Street)		M-13 AND M-84 OVER WEST CHANNEL SAGINAW RIVER	SUBSTRUCTURE REPAIR	0.120	CON				
BAY	M-13 (South Euclid Avenue)		M-13 OVER KAWKAWLIN RIVER	OVERLAY - DEEP	0.004					CON
BAY	M-13 (South Euclid Avenue)		M-13 OVER PINCONNING RIVER	BRIDGE REPLACEMENT	0.004					CON
BAY	M-47		HOTCHKISS ROAD OVER M-47	OVERLAY - DEEP	0.000	CON				
BAY	M-47		SALZBURG ROAD OVER M-47	CONCRETE SEALING	0.000	CON				
BAY	M-47		M-13 OVER JOHNSONS CREEK	SUPERSTRUCTURE REPLACEMENT	0.001		CON			
BAY	M-47	PF	M-47 OVER US-10	DECK REPLACEMENT	0.001		CON			
BAY	M-47	PF	M-47 OVER US-10	DECK REPLACEMENT	0.001		CON			
CLARE	M-115 (Cadillac Drive)		M-115 OVER DOC AND TOM CREEK	SUPERSTRUCTURE REPLACEMENT	0.003					CON
CLARE	M-115 (Cadillac Drive)		M-115 OVER NORWAY CREEK	SUPERSTRUCTURE REPLACEMENT	0.003					CON
CLARE	US-10 CONNECTOR		CLARABELLA ROAD OVER US-10 CONNECTOR	PAINTING COMPLETE	0.000	CON				
CLARE	US-10 CONNECTOR		US-127 SB OVER SOUTH BRANCH TOBACCO RIVER	OVERLAY - DEEP	0.000	CON				
CLARE	US-127		US-127 NB OVER US-127 BUSINESS ROUTE AND M-61	OVERLAY - DEEP	0.000		CON			
CLARE	US-127		US-127 SB OVER US-127 BUSINESS ROUTE AND M-61	DECK REPLACEMENT	0.000		CON			
CLARE	US-127		BAILEY DRIVE OVER US-127	SUPERSTRUCTURE REPAIR	0.000		CON			
CLARE	US-27	PF	US-10 CONN TO US-27 OVER US-27 NB & EBERHART ROAD	OVERLAY - DEEP	0.000	CON				
CLARE	US-27	PF	US-10 WB OVER EBERHART ROAD	OVERLAY - DEEP	0.000	CON				
GENESEE	I-69	JT	I-69 EB OVER M-15	OVERLAY - DEEP	0.000	CON				
GENESEE	I-69	JT	I-69 WB OVER M-15	OVERLAY - DEEP	0.000	CON				
GENESEE	I-75		I-75 OVER COURT STREET	OVERLAY - SHALLOW	0.831		CON			
GENESEE	M-57 (Vienna Road)		M-57 OVER BRENT RUN CREEK	OVERLAY - DEEP	0.000	CON				
GLADWIN	M-18		M-18 OVER NORTH BRANCH CEDAR RIVER	SUBSTRUCTURE REPAIR	0.783		CON			
GRATIOT	M-46 (Monroe Road)		M-46 OVER WEST BRANCH OF PINE RIVER	BRIDGE REPLACEMENT	0.000	CON				
GRATIOT	M-57		M-57 OVER COUNTY DRAIN	DECK REPLACEMENT	0.000	CON				
HURON	M-25 (Main Street)		M-25 OVER SEBEWAING RIVER	DECK REPLACEMENT	0.000		CON			
HURON	M-25 (Main Street)		M-25 OVER PIGEON RIVER	BRIDGE REPLACEMENT	0.000		CON			
HURON	M-25 (Port Austin Road)		M-25 OVER MUD CREEK	BRIDGE REPLACEMENT	0.000		CON			
ISABELLA	US-10 CONNECTOR		LEATON ROAD OVER US-10	JOINT REPLACEMENT	0.000	CON				
ISABELLA	US-27	PF	US-127 NB OVER CSX RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.000	CON				
ISABELLA	US-27	PF	US-127 SB OVER CSX RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.000	CON				
ISABELLA	US-27	PF	LOOMIS ROAD OVER US-10	OVERLAY - DEEP	0.000	CON				
ISABELLA	US-27	PF	US-10 OVER WB US-10 RAMP	OVERLAY - DEEP	0.000	CON				
LAPEER	M-24 (South Lapeer Road)		M-24 OVER FARMERS CREEK	CULVERT REPLACEMENT	0.000					CON
MIDLAND	US-10 EB		US-10 EB OVER SANFORD LAKE	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
MIDLAND	US-10 WB		US-10 WB OVER SANFORD LAKE	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
SAGINAW	I-675		I-675 SB OVER SCHAEFER STREET	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		I-675 SB OVER CSX RAILROAD	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		OUTER DRIVE OVER I-675	OVERLAY - DEEP	0.000			CON		

2006-2010 ROAD & BRIDGE PROGRAM

BAY BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
SAGINAW	I-675		NB VETERANS MEMORIAL PARKWAY OVER I-675	DECK REPLACEMENT	0.000			CON		
SAGINAW	I-675		SBD VETERANS MEMORIAL PARKWAY OVER I-675	DECK REPLACEMENT	0.000			CON		
SAGINAW	I-675		I-675 SB OVER 6TH STREET	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		I-675 SB OVER 5TH STREET	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		I-675 SB OVER 2ND STREET AND WEADOCK AVENUE	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		I-675 OVER WARREN AVENUE	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		I-675 SB OVER MICHIGAN AVENUE	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		I-675 SB OVER WEISS STREET	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		I-675 SB OVER SHATTUCK ROAD	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		I-675 SB OVER KOCHVILLE ROAD	OVERLAY - SHALLOW	0.000			CON		
SAGINAW	I-675		I-675 RAMP TO I-75 OVER I-675 AND I-75	OVERLAY - DEEP	0.000			CON		
SAGINAW	I-675		I-675 SB RAMP/I-75 OVER I-75	MISCELLANEOUS REHABILITATION	0.000			CON		
SAGINAW	I-675		21ST STREET WALKOVER OVER I-675	BRIDGE REPLACEMENT	0.000				CON	
SAGINAW	I-675		ELEVENTH STREET WALKOVER OVER I-675	BRIDGE REPLACEMENT	0.000				CON	
SAGINAW	I-675		I-675 NB OVER SCHAEFER STREET	OVERLAY - DEEP	0.000				CON	
SAGINAW	I-675		I-675 NB OVER CSX RAILROAD	OVERLAY - DEEP	0.001				CON	
SAGINAW	I-675		JANES ROAD OVER I-675 RAMP	SUPERSTRUCTURE REPAIR	0.001				CON	
SAGINAW	I-675		I-675 WB OVER I-75	OVERLAY - DEEP	0.001				CON	
SAGINAW	I-675		I-675 NB OVER 6TH STREET	OVERLAY - DEEP	0.001				CON	
SAGINAW	I-675		I-675 NB OVER 5TH STREET	OVERLAY - DEEP	0.001				CON	
SAGINAW	I-675		I-675 NB OVER 2ND STREET & WEADOCK AVENUE	OVERLAY - DEEP	0.001				CON	
SAGINAW	I-675		I-675 NB OVER MICHIGAN AVENUE	OVERLAY - SHALLOW	0.001				CON	
SAGINAW	I-675		I-675 NB OVER WEISS STREET	OVERLAY - DEEP	0.001				CON	
SAGINAW	I-675		I-675 NB OVER SHATTUCK ROAD	OVERLAY - DEEP	0.001				CON	
SAGINAW	I-675		TITTABAWASSE ROAD OVER I-675	OVERLAY - DEEP	0.001				CON	
SAGINAW	I-675		I-675 NB OVER I-75 OVER I-75	SUPERSTRUCTURE REPAIR	0.001				CON	
SAGINAW	I-675		I-675 NB OVER KOCHVILLE ROAD	OVERLAY - SHALLOW	0.001				CON	
SAGINAW	I-75	PF	I-75 NB OVER KOCHVILLE DRAIN	OVERLAY - DEEP	0.033	CON				
SAGINAW	I-75	PF	I-75 SB OVER KOCHVILLE DRAIN	OVERLAY - DEEP	0.033	CON				
SAGINAW	I-75	PF	M-81 (WASHINGTON ROAD) OVER NB AND SB I-75	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
SAGINAW	I-75		CRANE ROAD OVER I-75	OVERLAY - DEEP	0.000	CON				
SAGINAW	I-75	JT	MAPLE ROAD OVER I-75	OVERLAY - DEEP	0.000	CON				
SAGINAW	M-52		M-52 OVER SOUTH BRANCH BAD RIVER	OVERLAY - DEEP	0.000	CON				
SAGINAW	M-57		M-57 OVER LAMB CREEK	OVERLAY - DEEP	0.000	CON				
SAGINAW	M-57		M-57 OVER SHIAWASSEE RIVER	SUPERSTRUCTURE REPAIR	0.000	CON				
SAGINAW	M-57		M-52 OVER MARSH CREEK	OVERLAY - DEEP	0.000	CON				
SAGINAW	M-57		M-52 OVER WILLIAMS CREEK	OVERLAY - DEEP	0.000	CON				
SAGINAW	M-83 (Gera Road)		M-83 OVER DEAD CREEK	BRIDGE REPLACEMENT	0.000		CON			
SANILAC	M-25 (Lakeshore Road)		M-25 OVER INDIAN CREEK	SUPERSTRUCTURE REPAIR	0.000		CON			
SANILAC	M-46 (Ubley Road)		M-19 OVER BRANCH CASS RIVER	BRIDGE REPLACEMENT	0.000		CON			
SANILAC	M-46 (Ubley Road)		M-46 OVER SOUTH BRANCH CASS RIVER	BRIDGE REPLACEMENT	0.000		CON			

2006-2010 ROAD & BRIDGE PROGRAM

BAY BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
SANILAC	M-53 (Van Dyke Road)		M-53 OVER WHITE CREEK	BRIDGE REPLACEMENT	0.000	CON				
SANILAC	M-53		M-53 OVER GREENMAN CREEK	OVERLAY - SHALLOW	0.000					CON
SANILAC	M-90 (Peck Road)		M-90 OVER WEST BRANCH OF MILLS CREEK	BRIDGE REPLACEMENT	0.000	CON				
TUSCOLA	M-15 (State Road)		M-15 OVER CASS RIVER	DECK REPLACEMENT	0.000					CON
TUSCOLA	M-15 (State Road)		M-15 OVER SHEBOYGAN DRAIN	BRIDGE REPLACEMENT	0.000					CON
TUSCOLA	M-25		M-25 OVER WISCOGGINS CREEK	DECK REPLACEMENT	0.000		CON			
TUSCOLA	M-25 (Bay City Forestville Road)		M-25 OVER QUANICASSEE RIVER	SUPERSTRUCTURE REPAIR	0.000		CON			
					1.809					

2006-2010 ROAD & BRIDGE PROGRAM

BAY REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
ARENAC	I-75 SB		AT THE ALGER REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000			CON		
ARENAC	M-61 (Cedar Street)		AIRPORT ROAD TO US-23, STANDISH	RECONSTRUCTION	0.603	CON				
BAY	I-75NB		0.2 MILES NORTH M-84 TO US-10	RECONSTRUCTION	2.069				CON	
BAY	I-75SB		0.20 MILES NORTH OF M-84 TO SOUTH OF US-10	RECONSTRUCTION	2.165					CON
BAY	M-138 (Munger Road)		M-15 TO THE WEST BAY COUNTY LINE	RESURFACE	5.420	CON				
BAY	M-25 (Center Avenue)		JOHNSON STREET TO LIVINGSTON STREET, BAY CITY	RECONSTRUCTION	0.880			CON		
BAY	M-84 (Garfield Ave)	JT	M-13 TO NORTH OF M-25, CITY OF BAY CITY	RESURFACE	1.233	CON				
CLARE	M-115 (Cadillac Drive)		OSCEOLA/CLARE COL TO NORTHWEST OF LAKE STATION AVE	RESURFACE	5.550		CON			
GENESEE	I-69	JT	IRISH ROAD TO M-15	RECONSTRUCTION	1.935	CON				
GENESEE	I-69	PF	CENTER ROAD TO IRISH ROAD	RESTORATION AND REHABILITATION	4.208	CON				
GENESEE	I-69		ELMS ROAD TO WEST OF I-75	RESTORATION AND REHABILITATION	3.918		CON			
GENESEE	I-69 EB		SWARTZ CREEK REST AREA	ROADSIDE FACILITIES - PRESERVE	0.928				CON	
GENESEE	I-69 WB		M-24 TO M-15	RECONSTRUCTION	9.966				CON	
GENESEE	I-75		I-475 SOUTH JUNCTION TO I-475 NORTH JUNCTION	RESURFACE	13.964		CON			
GENESEE	M-13 (Sheridan Road)		M-21 TO M-57	RESURFACE	12.228			CON		
GENESEE	M-54 BR		ATHERTON TO 2ND	RESURFACE	1.610	CON				
GENESEE	US-23 NB		FENTON REST AREA	ROADSIDE FACILITIES - PRESERVE	0.511	CON				
GRATIOT	US-127 BR (Pine River Street)	JT	EMERSON STREET TO BARBER STREET, CITY OF ITHACA	RESURFACE	0.408	CON				
HURON	M-25 (Port Austin Road)		M-142 TO THE SOUTH VILLAGE LIMITS OF CASEVILLE	RESURFACE	9.680		CON			
HURON	M-25 (East Pine Street)		CANBORO ROAD TO STEIN ROAD	RESURFACE	4.109					CON
HURON	M-25 (Beck Street)		SEBEWAING ROAD TO SEBEWAING RIVER	RESURFACE	0.460					CON
HURON	M-53 (Van Dyke Road)		KINDE ROAD TO M-25 IN PORT AUSTIN	RESURFACE	8.560	CON				
HURON	M-53 (West Huron Avenue)		OUTER DRIVE TO M-142, BAD AXE	RECONSTRUCTION	0.779				CON	
ISABELLA	US-127 BR	JT	1570 FEET EAST AND WEST OF ISABELLA ROAD	MAJOR WIDENING	0.591		CON			
LAPEER	I-69 EB		M-15 TO M-24	RECONSTRUCTION	9.937					CON
MIDLAND	US-10 BR	PF	WASHINGTON STREET TO US-10, CITY OF MIDLAND	RESURFACE	2.500	CON				
MIDLAND	US-10 EB		SANFORD LAKE BRIDGE TO MIDLAND EAST COUNTY LINE	RESTORATION AND REHABILITATION	12.608			CON		
MIDLAND	US-10 EB		M-18 TO THE SANFORD LAKE BRIDGE	RESTORATION AND REHABILITATION	6.760					CON
MIDLAND	US-10 WB		SANFORD LAKE BRIDGE TO MIDLAND/BAY COL	RESTORATION AND REHABILITATION	12.608				CON	
SAGINAW	I-675		I-675 NORTHBOUND RAMPS	RESTORATION AND REHABILITATION	0.000				CON	
SAGINAW	I-675		I-675 SOUTHBOUND RAMPS	RECONSTRUCTION	0.000			CON		
SAGINAW	I-75	JT	BIRCH RUN CREEK TO BRIDGEPORT	RECONSTRUCTION	4.840		CON			
SAGINAW	I-75	JT	I-75 NORTHBOUND OVER CASS RIVER	DECK REPLACEMENT, WIDEN, ADD LANES	4.840		CON			
SAGINAW	I-75	JT	I-75 SOUTHBOUND OVER CASS RIVER	DECK REPLACEMENT, WIDEN, ADD LANES	4.840		CON			
SAGINAW	I-75	JT	I-75 NORTHBOUND OVER DIXIE HIGHWAY	DECK REPLACEMENT, WIDEN, ADD LANES	4.840		CON			
SAGINAW	I-75	JT	I-75 SOUTHBOUND OVER DIXIE HIGHWAY	DECK REPLACEMENT, WIDEN, ADD LANES	4.840		CON			
SAGINAW	I-75 NB		I-75 NB & SB OVER DIXIE HIGHWAY S08-1&2 OF 73171	BRIDGE REPLACEMENT	0.000	CON				
SAGINAW	I-75 NB		I-75 NB OVER GENESEE AVE	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	0.000	CON				
SAGINAW	I-75 NB		I-75 SB OVER GENESEE AVE	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
SAGINAW	I-75 SB	JT	BIRCH RUN CREEK TO BRIDGEPORT	RESTORATION AND REHABILITATION	6.325			CON		
SAGINAW	M-46 (Rust Avenue)		SHERIDAN ROAD TO LINCOLN ROAD	RECONSTRUCTION	0.875					CON

2006-2010 ROAD & BRIDGE PROGRAM

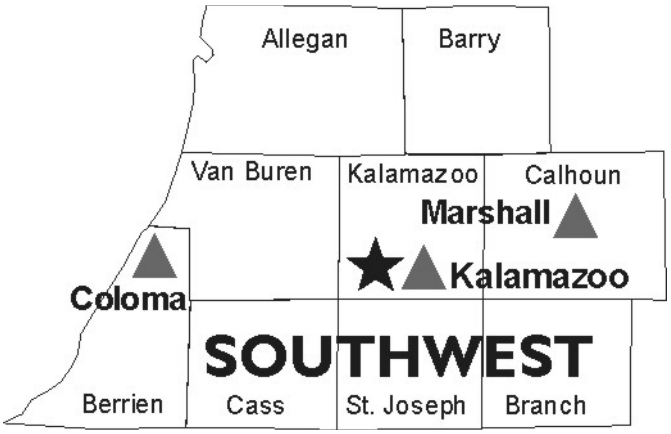
BAY REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
SAGINAW	M-47	PF	HIGHLAND ROAD NORTH TO US-10	RESURFACE	4.332	CON				
SAGINAW	M-52 (Graham Road)		SOUTH SAGINAW COUNTY LINE TO ST. CHARLES	RESURFACE	11.178	CON				
SAGINAW	M-81 (Washingont Road)		M-81/I-75 INTERCHANGE	RESURFACE	0.901	CON				
SAGINAW	M-81 (Washington Road)		M-81/I-75 INTERCHANGE	RECONSTRUCTION	0.119	CON				
SAGINAW	M-81 (S Washington Road)	JT	10TH STREET TO FINDLEY STREET, CITY OF SAGINAW	RESTORATION AND REHABILITATION	0.850	CON				
SANILAC	M-25 (Lakeshore Road)		SNAY ROAD TO HURON COUNTY LINE	RESURFACE	4.542			CON		
SANILAC	M-25 (Lakeshore Road)	JT	LYNN BOULEVARD TO SOUTH VILLAGE LIMITS LEXINGTON	RESURFACE	0.936	CON				
SANILAC	M-25 (Lakeshore Road)		DECKERVILLE ROAD TO SNAY ROAD	RESURFACE	6.593					CON
TUSCOLA	M-138 (Fairgrove Road)		WEST TUSCOLA COUNTY LINE TO VASSAR ROAD	RESURFACE	5.850		CON			
TUSCOLA	M-15 (Saginaw Road)		M-46 TO THE SAGINAW COUNTY LINE	RESURFACE	1.518		CON			
TUSCOLA	M-24 (Treasurer Rd)		LAPEER/TUSCOLA COUNTY LINE TO CASS RIVER BRIDGE	RESURFACE	13.522	CON				
TUSCOLA	M-46 (Sanilac Rd)		M-24 TO M-53	RESURFACE	14.936	CON				
					213.505					

Southwest Region

2006-2010

Five Year Transportation Program



The Southwest Region covers nine counties in the southwestern part of the state: Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, and Van Buren counties. Major state highways include: I-69, I-94, I-196, US-12, US-31, and US-131.

The region is traversed by I-94, an important international trade corridor linking Port Huron and Detroit to Chicago and Toronto. This makes the Southwest Region an ideal location for many industries, particularly those supporting the automobile manufacturing industry. The region is also home to a significant portion of the agricultural industry encompassing over 9,500 farms that produce a market value of agricultural products sold of over $900 million. To bolster industries and commerce that are important to the region and the state, project selection emphasizes freeway improvements and modernization.

2005 Accomplishments

The Southwest Region continues to work towards meeting MDOT's statewide pavement and bridge condition goals. During 2005, 26% of all Southwest Region route miles and 10% of bridges located in the Region received some type of rehabilitation or repair. Region road rehabilitation and reconstruction efforts improved 21 miles of roads. Another 291 miles of roadways were repaired under the Capital Preventative Maintenance and Non-freeway Resurfacing Programs. Ten bridges were rehabilitated, and 37 bridges were repaired.

Some of the projects completed during 2005 include:

- Replacement of the I-196 bridges over I-94, Berrien County.
- Rehabilitation with minor widening to improve safety of almost three miles of M-51 from US-12 BR to Pucker Street in Niles, Berrien County.
- Reconstruction and intersection improvements to US-131BR/I-94BL and Michigan Avenue in Kalamazoo, Kalamazoo County.
- Reconstruction and widening over six miles of M-40 from 134th Street to I-196 in Holland, Allegan County.

- Rehabilitation of almost one mile of US-131 within the village of Schoolcraft, including intersection and streetscape improvements, Kalamazoo County.
- Rehabilitation of over six miles of I-94 East Bound from 23 Mile Road to west of the Calhoun and Jackson county line, Calhoun County.

Rehabilitation and Reconstruction projects awarded in 2005 that will be completed in 2006 include:

- Reconstruction of over four miles of I-69 from north of A Drive North to north of I-94, Calhoun County.
- Rehabilitation of the M-37 Bridge over the Kalamazoo River in Battle Creek, Calhoun County.

Five Year Road and Bridge Program

The road and bridge preservation projects identified in this 2006 to 2010 Five Year Transportation Program for the Southwest Region total approximately $255 million (Note: this does not include $62 million in CPM work). Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2006 through FY 2010			
Southwest Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total**
Road Preservation	$164	$28	$26	$218
Bridge Preservation	$36	$1	$0	$37
Road & Bridge CPM	$52	$0	$10	$62
Total 2006-2010	*$252*	*$29*	*$36*	**$317**

(Road Preservation includes Roadside facilities)

(Amounts are rounded to the nearest million dollars)

Capital preventive maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five Year Plan period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing bridge condition. The Jobs Today investment initiative for the Southwest Region will provide approximately $10 million for CPM work over FY 2006 and FY 2007.

Southwest Region	Route Miles	Number of Bridges and other Structures
Total in Region	1,230	602
Scheduled Work	182	39
Percentage of Region	15%	6%

The 2006-2010 program for road preservation work reflects approximately 182 miles (15%) of the Southwest Region's 1,230 route miles of state trunklines during the next five years.

The 2006-2010 program for bridge preservation work will address 39 (6%) of the region's 602 trunkline bridges and structures.

The Southwest Region's Five Year Road and Bridge Program has been developed within the framework of the Department's goals and investment strategies and in coordination with local agencies. This integrated program consists of Rehabilitate and Reconstruct, New Roads and Capacity Improvement, Capital Preventive Maintenance, and Non-Freeway Resurfacing Programs.

Public Involvement

The Southwest Region continues to engage the public as often as possible and encourages the public to comment on the transportation program as a whole. The project receiving the most inquiries towards the end of 2005 is the US-131 project in St. Joseph County. A significant number of comments have been received regarding the Department's No-Build decision announced at the end of October. These comments are being reviewed and will be addressed in early 2006. The comments that are received during the project planning and development stages are critical in helping the department to deliver a program that is responsive to our customers.

Two listening sessions were held in Kalamazoo on December 15, 2005, with 50 citizens in attendance. Despite high attendance there were only eight comment sheets submitted, due in large part because immediately following the Listening Session, the region held an open forum with the attendees, to further discuss project specific concerns as well as general concerns related to safety and mobility. Local village and city managers/engineers requested roadway improvements along I-94 and other corridors (M-43, M-63, and US-12). Preservation repairs such as roadway realignments for improved safety were also requested.

Citizens expressed a need for improved traffic flow and freeway expansion at the US-131 and I-94 interchange in Kalamazoo to improve mobility.

Corridor Improvement Strategies

As outlined in the State Long Range Plan 2000-2025 (SLRP), the Southwest Region continues to invest in the corridors of highest significance (I-94, I-69, US-131, and US-31/I-196). These corridors represent the backbone of Michigan's economy and the Southwest Region will continue to focus investments to rebuild and modernize these roadways and the transportation facilities within them.

The Southwest Region continues to use an asset management approach to analyze all of our roadway corridors. This approach groups projects from MDOT program categories (rehabilitate and reconstruct, capital preventive maintenance, scheduled maintenance and safety), with local projects. Pavement management strategies including remaining service life and roadway condition models are utilized to develop the type of fixes and costs necessary to preserve our roads and bridges.

MDOT has reconstructed 93 percent of the I-69 corridor from the Indiana state line to the southern Eaton County line within the last six years. The last five-mile segment will be complete in 2006.

2006-2010 ROAD & BRIDGE PROGRAM

SOUTHWEST BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
BARRY	M-66		M-66 OVER MUD CREEK	BRIDGE REPLACEMENT	0.000					CON
BERRIEN	I-94		I-94 EB OVER GALIEN RIVER	DECK REPLACEMENT	0.080			CON		
BERRIEN	I-94		I-94 WB OVER GALIEN RIVER	DECK REPLACEMENT	0.080			CON		
BERRIEN	I-94		I-94 EB OVER SAWYER ROAD	DECK REPLACEMENT	0.376	CON				
BERRIEN	I-94		I-94 WB OVER SAWYER ROAD	DECK REPLACEMENT	0.376	CON				
BERRIEN	I-94		I-94 EB OVER CONRAIL RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.060	CON				
BERRIEN	I-94		I-94 WB OVER CONRAIL RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.060	CON				
BERRIEN	M-51		M-51 OVER MCKINZIE CREEK	BRIDGE REPLACEMENT	0.001			CON		
BRANCH	M-86 (Colon Road)		M-86 OVER MATTESON CREEK	BRIDGE REPLACEMENT	0.000					CON
CALHOUN	I-69		I-69 SB COLLECTOR OVER I-94	OVERLAY - DEEP	0.000			CON		
CALHOUN	I-69		I-69 NB COLLECTOR OVER I-94	OVERLAY - DEEP	0.000			CON		
CALHOUN	I-94	JT	I-94 EB OVER RICE CREEK	OVERLAY - SHALLOW	0.000		CON			
CALHOUN	I-94	JT	I-94 WB OVER RICE CREEK	OVERLAY - SHALLOW	0.000		CON			
CALHOUN	I-94		I-94 EB OVER RIVERSIDE DRIVE	BRIDGE REPLACEMENT	0.000				CON	
CALHOUN	I-94		I-94 WB OVER RIVERSIDE DRIVE	BRIDGE REPLACEMENT	0.000				CON	
CALHOUN	I-94	PF	I-94 EB OVER GTW RAILROAD	PAINTING COMPLETE	0.000		CON			
CALHOUN	I-94	PF	I-94 WB OVER GTW RAILROAD	PAINTING COMPLETE	0.000		CON			
CALHOUN	I-94		VERONA ROAD OVER I-94	OVERLAY - SHALLOW	0.000			CON		
KALAMAZOO	I-94		LOVERS LANE OVER I-94	BRIDGE REPLACEMENT	0.000	CON				
KALAMAZOO	I-94		4 TH STREET OVER I-94	OVERLAY - SHALLOW	0.000	CON				
KALAMAZOO	I-94		6 TH STREET OVER I-94	OVERLAY - SHALLOW	0.000	CON				
KALAMAZOO	M-96		M-96 OVER MILL RACE	BRIDGE REPLACEMENT	0.000					CON
KALAMAZOO	US-131		PARKVIEW (M AVENUE) OVER US-131	BRIDGE REPLACEMENT	0.000		CON			
ST. JOSEPH	M-86		M-86 OVER ST JOSEPH RIVER TAILRACE	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
ST. JOSEPH	M-86 (Colon Road)		M-86 OVER SWAN CREEK	BRIDGE REPLACEMENT	0.000			CON		
VAN BUREN	BLUE STAR HIGHWAY		BLUE STAR HIGHWAY OVER BLACK RIVER	DECK REPLACEMENT	0.000					CON
VAN BUREN	I-196		I-196 OVER DEERLICK CREEK	CULVERT REPLACEMENT	0.000		CON			
VAN BUREN	I-196		I-196 NB OVER CR RR (ABANDONED) AND BLACK RIVER	OVERLAY - SHALLOW	0.000		CON			
VAN BUREN	I-196		I-196 SB OVER CR RR (ABANDONED) AND BLACK RIVER	OVERLAY - SHALLOW	0.000		CON			
VAN BUREN	I-196 BL (Phoenix Road)		I-196 BUSINESS LOOP EB (PHOENIX ROAD) OVER I-196	DECK REPLACEMENT	0.000		CON			
VAN BUREN	I-196 BL (Phoenix Road)		I-196 BUSINESS LOOP WB (PHOENIX ROAD) OVER I-196	DECK REPLACEMENT	0.000		CON			
VAN BUREN	I-94		I-94 EB OVER PAW PAW RIVER	OVERLAY - SHALLOW	0.100	CON				
VAN BUREN	I-94		I-94 WB OVER PAW PAW RIVER	OVERLAY - SHALLOW	0.100	CON				
VAN BUREN	I-94		M-51 OVER I-94	OVERLAY - SHALLOW	0.002	CON				
VAN BUREN	I-94		I-94 EB OVER EAST BRANCH OF PAW PAW RIVER	OVERLAY - SHALLOW	0.002	CON				
VAN BUREN	I-94		I-94 WB OVER EAST BRANCH OF PAW PAW RIVER	OVERLAY - SHALLOW	0.002	CON				
VAN BUREN	I-94		41 ST STREET OVER I-94	OVERLAY - SHALLOW	0.002	CON				
VAN BUREN	I-94		M-40 OVER I-94	DECK PATCHING	0.002	CON				
VAN BUREN	I-94		24 TH STREET OVER I-94	SUBSTRUCTURE REPAIR	0.002	CON				
					0.619					

2006-2010 ROAD & BRIDGE PROGRAM

SOUTHWEST REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
ALLEGAN	I-196	PF	SOUTH OF 109TH AVE. (EXIT 26) TO 118TH STREET	RESTORATION AND REHABILITATION	6.950					CON
ALLEGAN	M-40 / M-89 (Lincoln Road)	JT	WEST CITY LIMITS OF ALLEGAN TO 124TH AVENUE	RESURFACE	5.783		CON			
ALLEGAN	M-89 (West Allegan Street)		OTSEGO WEST CITY LIMITS TO WILMOTT STREET	RESURFACE	0.937				CON	
ALLEGAN	US-131 NB		MARTIN TOWNSHIP, ALLEGAN COUNTY	ROADSIDE FACILITIES - PRESERVE	1.000					CON
BARRY	M-43		BUSH STREET TO DELTON ROAD, VILLAGE OF DELTON	RESURFACE	0.520		CON			
BARRY	M-43 (South Broadway Street)		M-37/M-43 (STATE STREET) TO NORTH STREET	RESTORATION AND REHABILITATION	1.014					CON
BARRY	M-43		KALAMAZOO / BARRY COUNTY LINE TO OSBORNE ROAD	RESURFACE	3.995	CON				
BARRY	M-66		ASSYRIA ROAD TO FRANCIS STREET IN NASHVILLE	RESURFACE	4.590	CON				
BARRY	M-79 (E Quimby Rd)	JT	M-37 TO EAST OF BARRYVILLE ROAD	RESURFACE	5.380		CON			
BERRIEN	I-94 EB		EAST OF I-196 TO WEST OF M-140	RESTORATION AND REHABILITATION	4.895		CON			
BERRIEN	I-94		INDIANA STATE LINE TO SAWYER	RESURFACE	12.015			CON		
BERRIEN	I-94		SAWYER (EXIT 12) TO I-94 BL (EXIT 23)	RESURFACE	10.893				CON	
BERRIEN	I-94 BL (Red Arrow Highway)	JT	WINCHESTER AVENUE TO PORT STREET	CONCRETE PAVEMENTS - CPM	0.978	CON				
BERRIEN	I-94 BL (E Main Street)		FAIR AVENUE TO RIVER STREET	RECONSTRUCTION	1.756			CON		
BERRIEN	US-12 (W Pulaski Hwy)	JT	EAST CITY LIMITS OF THREE OAKS TO W. OF DAYTON RD.	RESURFACE	7.747		CON			
BERRIEN	US-31 BR (Walton Road)		US-31 TO OLD 31	RESURFACE	2.286	CON				
BRANCH	US-12		RIDGE ROAD TO BROWN STREET, QUINCY	RESURFACE	2.097				CON	
CALHOUN	I-94		11 MILE ROAD TO 17 1/2 MILE ROAD	RESTORATION AND REHABILITATION	7.153			CON		
CALHOUN	I-94 EB	JT	17 1/2 MILE ROAD EAST TO 23 MILE ROAD	RESTORATION AND REHABILITATION	5.460		CON			
CALHOUN	I-94 WB		MARSHALL REST AREA	ROADSIDE FACILITIES - IMPROVE	0.000		CON			
CALHOUN	I-94 WB		AT THE MARSHALL REST AREA	ROADSIDE FACILITIES - IMPROVE	0.000	CON				
CALHOUN	M-294 (Beadle Lake Rd)		SOUTH OF GOLDEN AVENUE TO M-96 (COLUMBIA AVENUE)	RESURFACE	1.530			CON		
CALHOUN	M-60		KALAMAZOO RIVER IN HOMER TO JACKSON COUNTY LINE	RESURFACE	4.867		CON			
CALHOUN	M-66		M-78 TO ASSYRIA ROAD	RESURFACE	10.092		CON			
CALHOUN	M-78		M-66 TO THE EATON COUNTY LINE	RESURFACE	3.548		CON			
CASS	M-40		FROM US-12 TO M-60	RESURFACE	6.808	CON				
CASS	M-40		US-12 TO PRANG STREET	RESTORATION AND REHABILITATION	5.722	CON				
CASS	M-60	JT	EAST VILLAGE LIMITS OF VANDALIA TO COREY LAKE ROAD	RESURFACE	7.542		CON			
CASS	US-12		MASON STREET IN UNION EAST TO M-40	RESURFACE	3.737					CON
KALAMAZOO	I-94		40TH STREET TO HELMER ROAD	RESURFACE	5.625		CON			
KALAMAZOO	I-94		AT LOVERS LANE	RECONSTRUCTION	0.330	CON				
KALAMAZOO	M-43 (West Main Street)		SECOND STREET TO WEST CITY LIMITS OF KALAMAZOO	RESURFACE	7.190		CON			
KALAMAZOO	M-96 (East Michigan Avenue)		MICHIGAN AVE TO 35TH STREET	RESURFACE	3.868				CON	
KALAMAZOO	US-131		NORTH VILLAGE LIMITS OF SCHOOLCRAFT TO U AVENUE	RESURFACE	1.507			CON		
ST. JOSEPH	M-60 (Niles-Three Rivers Road)	JT	CASS COUNTY LINE EAST TO US-131	RESURFACE	6.080		CON			
ST. JOSEPH	M-86		EAST OF BURR OAK ROAD EAST TO ST. JOSEPH COUNTY	RESURFACE	0.912	CON				
ST. JOSEPH	US-12 (East Chicago Road)		CENTERVILLE ROAD TO EAST CITY LIMITS OF STURGIS	RECONSTRUCTION	1.810	CON				
VAN BUREN	I-196	PF	SOUTH OF M-140 TO SOUTH OF 109TH AVENUE	RESTORATION AND REHABILITATION	8.900		CON			
VAN BUREN	I-94 EB		EAST OF M-40 TO EAST OF KALAMAZOO COUNTY LINE	RECONSTRUCTION	5.961					CON
VAN BUREN	I-94 WB		M-51(EXIT 56) TO VILLAGE OF MATTAWAN (EXIT 66)	RESTORATION AND REHABILITATION	9.499	CON				
VAN BUREN	M-40 (North State Street)		VAN BUREN STREET TO MILL LAKE ROAD	RESURFACE	0.875		CON			

2006-2010 ROAD & BRIDGE PROGRAM

SOUTHWEST **REPAIR AND REBUILD ROADS**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
VAN BUREN	M-40 (North Kalamazoo Street)		ST. JOSEPH AVENUE TO POWER PLANT ROAD	RESURFACE	1.441				CON	
					183.293					

University Region

2006-2010

Five Year Transportation Program

The University Region serves 10 counties in the heart of south-central Michigan including Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee and Washtenaw. The University Region=s central location makes it the Acrossroads@ of the Lower Peninsula, with six major freeway corridors (I-69, I-75, I-94, I-96, US-23 and US-127) passing through the region as part of the national network of highways supporting commerce and international trade.

Three Transportation Service Centers (TSC) conduct core business activities of the department in the region: the Brighton TSC serves Livingston, Washtenaw and Monroe counties; the Lansing TSC, serves Clinton, Eaton, Ingham and Shiawassee counties, and; the Jackson TSC serves Jackson, Hillsdale and Lenawee counties.

The University Region is home to the state capitol and governmental functions, institutions of higher learning, including the state's two largest - the University of Michigan and Michigan State University - industrial and commercial centers and agricultural lands. This wide array of customers who depend on the surface transportation system provide exciting challenges for the University Region to continually find better ways to understand and meet their customer needs.

2005 Accomplishments

During FY 2005, the University Region continued to address freeway and non-freeway safety, operations and pavement condition and freeway bridge reconstruction and rehabilitation. The region focused on addressing the bridge needs of two of its primary freeway corridors: I-75 and I-94. Furthermore, the region continued to expand its customer base to accommodate a wide variety of customers' needs.

I-94 Corridor in Washtenaw County

The University Region completed the rehabilitation of nine bridges along the heavily-traveled I-94 commercial corridor. This project was the second of two bridge corridor projects completed on I-94 in Washtenaw County. This corridor project included the complete concrete reconstruction of the four ramps at the I-94 at Rawsonville Road interchange.

I-94 Corridor in Washtenaw County

A concrete patching and diamond grinding project was completed on mainline I-94 to provide a smooth ride to over 100,000 vehicles per day. During the design and construction of this large corridor project, meetings with local government agencies, emergency services, industry representatives and transit officials occurred to make sure that the project was sensitive to the needs of the community. Lane rental incentives were included to help minimize the disruptions to motorists.

US-12 Corridor in Pittsfield Township

The University Region completed major improvements and safety upgrades on three miles of US-12 in Pittsfield Township. This resurfacing project incorporated rehabilitation of the pavement surface, significant safety improvements and considerable bridge repairs. The project included coordination with Pittsfield Township regarding many issues, including a future non-motorized pathway and the proposed maintenance of traffic scheme. The project included disincentives to help shorten the construction duration of the project after discussions with residents, business owners, emergency service providers, industry representatives and Pittsfield Township officials.

I-75 corridor in Monroe County

The University Region rehabilitated the I-75 corridor in southeastern Michigan, which included the rehabilitating 25 bridges and the restoring of 15 miles of concrete pavement. The project was split into stages and incentives were included to lessen the impacts to motorists. During the design phase, the region coordinated with the local government agencies and emergency service providers to help develop a maintenance of traffic plan that minimized disruptions to the communities. Additionally, through a cooperative project between MDOT and the Department of Management and Budget, the I-75 Welcome Center was completely reconstructed.

M-36 corridor project in Hamburg Township

Using Congestion Mitigation and Air Quality funding, the University Region improved a half mile long segment of M-36 that contains commercial businesses and a busy intersection with Hamburg Road.

The improvement included a center-turn lane which enhanced traffic flow. Additionally, a traffic signal was installed at the intersection of M-36 and Hamburg Road. Due to the increasing volumes on M-36, this needed safety improvement will help to re-

lieve the congestion previously experienced by motorists waiting for vehicles turning left. This project was completed 75 days early, which allowed this busy recreational route to be free from lane closures on the Friday prior to Memorial Day.

Capitol Loop project in the City of Lansing

The University Region completed pavement reconstruction, sanitary sewer replacement, waterman replacement, signing, traffic signals and streetscape improvements. The streetscape improvements included adding brick paving, decorative street lights, new street furniture, pocket walls and ornamental plantings along Allegan, Ottawa, and Cedar/Larch Streets to improve the aesthetic appeal and look of downtown Lansing.

This two-year project included partnering efforts and hard work by MDOT, the city of Lansing, and contractors, and these efforts helped to re-open the remaining portion of the Capitol Loop 109 days early.

M-21 pavement rehabilitation in Clinton County

The University Region completed a 13.5-mile pavement rehabilitation of M-21 from the east village limit of Pewamo to the west city limit of St. Johns. The work also included intermittent drainage and safety enhancements, culvert replacements over the Waltz and Sturgis Drain, Lyon and Dean Drain, Kneeland Drain, and a private drain and bridge replacement of the bridge over the Lost Creek. Preventive maintenance work was also performed on M-21 from the city of Owosso to M-13. These projects finalized the Region's efforts to rehabilitate the pavement section and structures along M-21 from the Ionia/Clinton county line to the Shiawassee/Genesee county line.

US-127 pavement rehabilitation in Ingham County

The University Region completed a 12.9-mile pavement rehabilitation of US-127 from M-36 to I-96 in Ingham County. The work also included rehabilitation of 12 structures along US-127.

I-69 Business Loop pavement rehabilitation in Ingham County

The University Region completed a 3.3-mile pavement rehabilitation of I-69BL from Hagadorn Road to Old M-78 in the city of East Lansing, Meridian and Bath townships, Ingham and Clinton counties. The roadway improvements included the addition of indirect left turn lanes at Park Lake Road and Lake Lansing Road along with intermittent drainage and safety enhancements.

M-50 Rehabilitation in the City of Tecumseh

The University Region completed a on-mile rehabilitation of M-50 in the city of Tecumseh. This project included a MDOT enhancement grant for a non-motorized pathway and streetscaping along with roadway improvements to add a center left-turn lane, curbing and storm sewer improvements. Coordination of the enhancement project involved partnering sessions with the Downtown Development Authority and City of Tecumseh staff.

M-34 Rehabilitation in Lenawee and Hillsdale Counties

The University Region completed a 16.8-mile rehabilitation of M-34 in Lenawee and Hillsdale Counties. This project included resurfacing, safety improvements and major culvert replacements. By combining preventative maintenance and rehabilitation funding, the region was able to maximize available funding to help the department achieve its pavement condition goals.

M-50 corridor upgrade north of the city of Jackson

The University Region improved the safety of M-50 and Hendee Road by adding a center-turn lane and of M-50 and Rives Junction Highway by adding a center-turn lane, installing a traffic signal, upgrading the super elevation and removing roadside obstacles. These safety projects were packaged with a 1.7-mile preventative maintenance project to improve pavement condition on M-50 from Rives Junction Highway to Hendee Road.

The reconstruction of the bridge carrying M-50 over US-127 has been completed. The project included safety upgrades to M-50 and US-127 and required extensive coordination with local agencies during the design and construction phases to accommodate the required detour routes selected for the project. The Jackson TSC also held informal public meetings to inform stakeholders about the construction projects.

M-52 Rehabilitation in Lenawee County

In 2005, the University Region completed the first of two projects that will rehabilitate the M-52 corridor between the state of Ohio and the city of Adrian. M-52 is an important commerce link to the state of Ohio. This 5.5-mile rehabilitation finished the first half of the corridor, and the remainder will be completed in 2006.

Other Special Accomplishments include:

- **Project U-Turn**: The Jackson TSC participated in the Fitness Council of Jackson's Annual Dinner and continues to work with the council to investigate ways to improve Jackson's transportation system for pedestrian and cyclists.
- University Region staff are a part of a committee to study the **Jackson Amtrak Depot**. The committee is studying ways to create an Intermodal Transportation Facility.
- **The University Region is partnering with MDOT Aeronautics to jointly mitigate wetlands in Livingston County**. The study phase for the M-59 expansion project is nearing completion. It has been discovered that, wetland mitigation will be necessary. The Livingston County Airport is performing an expansion of its existing runway. The study revealed that wetland mitigation will be necessary to accommodate the length of the project at the airport.

The Region and MDOT's Bureau of Aeronautics staff agreed to jointly mitigate the wetlands for both projects and are currently finishing the design of the new wetland. The agreement calls for the land to be provided by Aeronautics and the construction of the wetland to be funded by the Wetland Mitigation Program.

- In FY2005, the University Region completed an access management study for **US-24 in the city of Monroe and Frenchtown Township**. This is a heavily commercialized area with multiple access points. The region worked with the area local units of government to initiate this study.
- During 2005, the City of Saline, Pittsfield Township, the Washtenaw County Road Commission and the Brighton TSC continued to implement the findings of the **US-12 Access Management Study**. MDOT staff is working closely with the local agencies to address the traffic needs of the US-12 corridor near State Road related to a new Wal-Mart development.
- In 2005, the University Region began working with the cities of Ann Arbor and Ypsilanti and the townships of Pittsfield and Ypsilanti to initiate an access management study of the Jackson Avenue, Huron Avenue, Washtenaw Avenue, Michigan Avenue and Ecorse Road (I-94BL/US-23BR/M-17/US-12BR) corridor.

Five Year Road and Bridge Program

The road and bridge preservation projects identified in this 2006 to 2010 Five Year Transportation Program for the University Region total approximately $379 million (Note: this does not include $78 million in CPM work). Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2006 through FY 2010			
University Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total**
Road Preservation	$281	$12	$15	$308
Bridge Preservation	$66	$4	$1	$71
Road & Bridge CPM	$56	$8	$15	$78
Total 2006-2010	*$403*	*$24*	*$31*	**$457**

(Road Preservation amounts include Passing Relief Lane and Roadside facilities.)

(Amounts are rounded to the nearest million dollars)

Capital preventive maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five Year Plan period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing bridge condition.

The Jobs Today investment initiative for the University Region will provide approximately $15 million for CPM work in FY 2006.

University Region	Route Miles	Number of Bridges and other Structures
Total in Region	1,344	985
Scheduled Work	206	61
Percentage of Region	15%	6%

The 2006-2010 program for road preservation work reflects approximately 206 miles (15 %) of the University Region's 1,344 route miles of state trunklines during the next five years.

The 2006-2010 program for bridge preservation work will address 61 (6 %) of region's 985 trunkline bridges and structures.

In 2006, the University Region's primary focus will be to improve the condition of the region's non-freeway road system, while continuing to address the freeway bridge system. The Region will rehabilitate bridges along two of its major freeway corridors. The rehabilitation projects will be completed in 2006 and will address the condition needs of the bridges along the I-75 and US-23 corridors. In addition, rehabilitation of thirteen non-freeway bridges will be completed in 2006

The Region will also continue its commitment to improve operations and maximize capacity along the existing highways at or near the region's high-growth areas. Region and TSC staff will continue to work proactively with local units of government to identify ways, such as access management, to improve operational efficiency and safety, and to get the most out of the current surface transportation system.

Consistent with the State Transportation Commission Policy, Region and TSC staffs are proactively investigating opportunities to improve the aesthetics of our highways and bridges. If practical, aesthetic treatments are included in the design features of bridge structures and roadsides. In the planning stages of urban reconstruction projects, MDOT works with local communities to identify and pursue funding for streetscape and landscape improvements.

Public Involvement

Two meetings were held in the University Region. The first was at the Region Office in Jackson on December 5, 2005. The meeting was positive and there was a sense that MDOT had improved coordination with local governments/organizations. Additionally there were comments about a need to further publicize the meetings to draw more attendees. The second meeting was held on December 6, 2005, in Green Oak Twp, Livingston County. This meeting was attended by 30 citizens and government representatives.

An over-whelming theme of the meeting was a desire to continue strengthening the state's economy by encouraging development in Livingston County, specifically

through the construction of a bridge and interchange at I-96 and Latson Rd. There was also much interest in seeing improved travel conditions on many of the major corridors in the Region. Specifically mentioned were the US-23 and M-59 corridors. These comments were often motivated by safety and basic mobility concerns as well.

I-94 Consensus Building Committee, City of Jackson

These facilitated sessions were begun early in 2004 to find an additional alternative at the interchange of I-94/US-127/M-50. The initial I-94 Modernization Study was unable to arrive at an alternative that satisfied MDOT and local agency concerns. The committee finalized its selection of the additional alternative to be included in the Final Environmental Impact Statement and a public meeting was held in February of 2005.

US-24 Access Management Study in Monroe County

Public and steering committee meetings for an Access Management Study in Monroe County were held to obtain local input. The Access Management plan will provide a strategy to implement access management through a combination of traffic engineering measures, local land use regulations, and close coordination among transportation and land use decision makers.

Capitol Loop, City of Lansing

This project included public information pieces to help the public navigate through the construction project in downtown Lansing. These efforts included weekly public information meetings, a list-serve that was created to inform public employees, a Web site, and many public meetings before construction began.

Some other examples of public involvement and Context Sensitive Solutions

- Road projects delayed in Pinckney and Tecumseh to coordinate local enhancements
- Community-in-Motion summit held in Jackson County; MDOT participated in a one-day discussion, listening and partnering session to discuss accessibility to all modes of transportation throughout the county.
- The reconstruction of the I-96 Business Loop in downtown Howell also involved coordinating enhancements and streetscape work with the city.

Corridor Improvement Strategies

The University Region continues to use a corridor approach to develop construction projects. All elements of the transportation system within a corridor are evaluated and repaired or rebuilt when work is planned. This reduces the number of times major construction occurs in a given area and focuses major construction activity to a few locations, leaving other routes available to motorists wishing to avoid construction zones.

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
CLINTON	I-69		US-127 BUSINESS ROUTE OVER I-69	DECK REPLACEMENT	0.000					CON
CLINTON	I-96		I-96 EB OVER GRANGE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
CLINTON	I-96		I-96 WB OVER GRANGE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
CLINTON	I-96		I-96 EB OVER CSX RAILROAD	OVERLAY - DEEP	0.000	CON				
CLINTON	I-96		I-96 WB OVER CSX RAILROAD	OVERLAY - DEEP	0.000	CON				
CLINTON	REGIONWIDE		CLINTONIA ROAD OVER I-96	OVERLAY - SHALLOW	0.100	CON				
CLINTON	US-27 BR		US-27 BUSINESS ROUTE OVER LOOKING GLASS RIVER	BRIDGE REPLACEMENT	0.000					CON
CLINTON	US-27BR		US-27 BR OVER CM RR (ABN)	BRIDGE REPLACEMENT	0.000					CON
EATON	I-96	PF	I-96 EB OVER GRAND RIVER	OVERLAY - DEEP	0.000	CON				
EATON	I-96	PF	I-96 WB OVER GRAND RIVER	OVERLAY - DEEP	0.000	CON				
EATON	I-96		I-69 WB TO I-96 EB OVER GRAND RIVER	SCOUR PROTECTION	0.000	CON				
EATON	M-78 (Battle Creek Highway)		M-78 OVER BATTLE CREEK RIVER	BRIDGE REPLACEMENT	0.000	CON				
HILLSDALE	M-49		M-49 OVER ST JOSEPH RIVER	OVERLAY - DEEP	0.000			CON		
INGHAM	I-496 SB		SB I-496 TO EB 96 OVER I-96WB	BRIDGE REPLACEMENT	0.000				CON	
INGHAM	M-43		M-43 WB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.010					CON
INGHAM	US-127		US-127 NB OVER CONRAIL RAILROAD AND HUNTOON CREEK	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
INGHAM	US-127		US-127 SB OVER CONRAIL RAILROAD AND HUNTOON CREEK	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
JACKSON	I-94		I-94 OVER SANDSTONE RIVER	DECK REPLACEMENT	0.000			CON		
JACKSON	I-94		I-94 OVER I-94 BUSINESS LOOP SB	BRIDGE REMOVAL	0.157		CON			
JACKSON	I-94		SARGENT ROAD OVER I-94	OVERLAY - DEEP	0.157		CON			
JACKSON	M-50 / US-127 BR (West Avenue)		M-50,US-127BR OVER CONRAIL	REPLACE BRIDGE, ADD LANES	0.000				CON	
JACKSON	US-127		US-127 NB OVER CONRAIL RAILROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		US-127 SB OVER CONRAIL RAILROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		US-127, M-50 NB OVER PARNELL ROAD	OVERLAY - EPOXY	6.493			CON		
JACKSON	US-127		US-127, M-50 SB OVER PARNELL ROAD	OVERLAY - EPOXY	6.493			CON		
JACKSON	US-127		US-127 NB OVER BERRY ROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		US-127 SB OVER BERRY ROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		US-127 NB OVER TERRITORIAL ROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		US-127 SB OVER TERRITORIAL ROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		SPRINGPORT ROAD OVER US-127	DECK REPLACEMENT	0.000			CON		
JACKSON	US-127		M-50 OVER US-127	DECK REPLACEMENT	0.000					CON
LENAWEE	M-52		M-52 OVER BLACK CREEK	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
LENAWEE	US-223		US-223 OVER MDOT RAILROAD AND M-34	BRIDGE REPLACEMENT	0.000	CON				
LENAWEE	US-223		OVER ADRAIN & BLISSFIELD RR AND M-34	BRIDGE MISCELLANEOUS	0.405	CON				
LIVINGSTON	I-96		PLEASANT VALLEY ROAD OVER I-96	OVERLAY - DEEP	0.000				CON	
LIVINGSTON	I-96		KENSINGTON ROAD OVER I-96	OVERLAY - DEEP	0.000				CON	
LIVINGSTON	M-155		M-155 OVER SOUTH BRANCH SHIAWASSEE RIVER	BRIDGE REPLACEMENT	0.000		CON			
LIVINGSTON	US-23		US-23 OVER M-36	OVERLAY - SHALLOW	0.000	CON				
MONROE	I-75	PF	SOUTH HURON RIVER DRIVE OVER I-75	BRIDGE REPLACEMENT	0.000		CON			
MONROE	I-75		STERNS ROAD OVER I-75	BRIDGE REPLACEMENT	0.000				CON	
MONROE	M-125		M-125 OVER LITTLE SANDY CREEK	BRIDGE REPLACEMENT	0.000	CON				

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
MONROE	M-125		M-125 OVER BRANCH SANDY CREEK	BRIDGE REPLACEMENT	0.000	CON				
MONROE	M-125	JT	M-125 OVER OTTER CREEK	OVERLAY - DEEP	0.000	CON				
MONROE	US-24		US-24 OVER LITTLE SANDY CREEK	CULVERT REPLACEMENT	0.010					CON
MONROE	US-24		US-24 OVER SANDY CREEK	BRIDGE REPLACEMENT	0.000	CON				
MONROE	US-24		US-24 OVER CSX RAILROAD	OVERLAY - DEEP	0.000	CON				
SHIAWASSEE	M-21		M-21 OVER THOMPSON DRAIN	BRIDGE REPLACEMENT	0.270				CON	
SHIAWASSEE	M-21		M-21 OVER LIMBARD COUNTY DRAIN	CULVERT REPLACEMENT	0.270				CON	
SHIAWASSEE	OLD M-78		OLD M-78 EB OVER SOUTH BRANCH LOOKING GLASS RIVER	BRIDGE REPLACEMENT	0.000				CON	
STATE WIDE	REGIONWIDE		UNIVERSITY - REGIONWIDE	MISCELLANEOUS	0.000	CON				
WASHTENAW	M-14		GOTFREDSON ROAD OVER M-14	DECK REPLACEMENT	0.830		CON			
WASHTENAW	M-14		M-14 OVER FLEMING CREEK	OVERLAY - DEEP	2.670		CON			
WASHTENAW	M-14		M-153 CONNECTOR RAMP C OVER M-14	DECK REPLACEMENT	2.670		CON			
WASHTENAW	M-14		M-153 CONNECTOR RAMP B OVER M-14	DECK REPLACEMENT	2.670		CON			
WASHTENAW	M-14		CURTIS ROAD OVER M-14	OVERLAY - DEEP	2.670		CON			
WASHTENAW	M-14		JOY ROAD OVER M-14	OVERLAY - EPOXY	2.670		CON			
WASHTENAW	M-52		M-52 OVER RAISIN RIVER	OVERLAY - DEEP	0.000			CON		
WASHTENAW	US-12 BR		US-12 BUSINESS ROUTE, M-17 OVER HURON RIVER	SUPERSTRUCTURE REPAIR	0.000		CON			
WASHTENAW	US-23		US-23 NB OVER MDOT RAILROAD	OVERLAY - SHALLOW	0.000	CON				
WASHTENAW	US-23		US-23 SB OVER MDOT RAILROAD	OVERLAY - SHALLOW	0.000	CON				
WASHTENAW	US-23		8 MILE ROAD OVER US-23	OVERLAY - SHALLOW	0.000	CON				
WASHTENAW	US-23		US-23 NB OVER BARKER ROAD	OVERLAY - SHALLOW	0.000	CON				
WASHTENAW	US-23		US-23 SB OVER BARKER ROAD	OVERLAY - SHALLOW	0.000	CON				
					10.945					

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY NOISE ABATEMENT

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
INGHAM	US-127 SB		GRAND RIVER AVE TO LAKE LANSING ROAD	ROADSIDE FACILITIES - RELOCATION	0.591	CON				
					0.591					

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY **PASSING RELIEF LANES**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
LENAWEE	US-223		WEST OF RODISILER ROAD TO LENAWEE EAST COUNTY LINE	MINOR WIDENING	1.561			CON		
					1.561					

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY **REPAIR AND REBUILD ROADS**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
CLINTON	I-96		I-96 AT GRANGE ROAD	RESTORATION AND REHABILITATION	0.000		CON			
CLINTON	US-127 BR		TOWNSEND TO US-127	RESURFACE	4.116				CON	
EATON	I-69 NB		AT THE POTTERVILLE REST AREA	ROADSIDE FACILITIES - IMPROVE	1.000	CON				
EATON	M-78 (Battle Creek Highway)		BARRY COUNTY LINE TO BELLEVUE CITY LIMITS	RESURFACE	3.700	CON				
EATON	M-99 / M-50 (Main Street)		WEST OF HALLAWOOD LANE TO KIMBARK AVENUE	RESURFACE	1.955				CON	
EATON	US-27 OLD (Lansing Road)		I-69 TO GUINEA ROAD	RESTORATION AND REHABILITATION	9.190			CON		
HILLSDALE	M-49		READING CITY LIMITS	RECONSTRUCTION	1.496				CON	
HILLSDALE	M-49		US-12 TO M-99	RESURFACE	6.005			CON		
HILLSDALE	M-99		BACON STREET TO RAILROAD CROSSING	RECONSTRUCTION	0.693		CON			
HILLSDALE	M-99 OLD (Beck Road)		N JUNCTION M-99 TO S JUNCTION M-99 (BOTH LEGS)	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	2.111	CON				
HILLSDALE	US-12		MOSCOW ROAD TO LENAWEE COUNTY LINE	RESURFACE	7.800	CON				
HILLSDALE	US-12		JONESVILLE EAST CITY LIMITS TO MOSCOW ROAD	RESURFACE	8.772				CON	
INGHAM	I-96		COLLEGE ROAD TO MERIDIAN ROAD	RECONSTRUCTION	6.213					CON
INGHAM	M-36		US-127 TO MASON EAST CITY LIMITS	RESURFACE	2.860			CON		
INGHAM	M-36		EAST OF MEECH ROAD TO M-52	RESURFACE	3.081	CON				
INGHAM	M-52	JT	M-36 (SOUTH JUNCTION) TO HOWELL ROAD	RESURFACE	6.236	CON				
INGHAM	M-52 (Stockbridge Road)		NOBLE ROAD TO M-43	RESURFACE	0.889					CON
JACKSON	I-94		DEARING ROAD INTERCHANGE	RECONSTRUCTION	0.015			CON		
JACKSON	I-94 BUSINESS LOOP	PF	US-127 TO I-94	RESURFACE	2.505		CON			
JACKSON	I-94 EB		AT THE SANDSTONE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000		CON			
JACKSON	I-94 WB		AT THE GRASS LAKE REST AREA	ROADSIDE FACILITIES - IMPROVE	0.270		CON			
JACKSON	M-106 (Cooper Street)		SOUTH OF ELLIOT STREET TO BUNKER HILL ROAD	RESTORATION AND REHABILITATION	7.072	CON				
JACKSON	M-106 (Copper Road)		ROSEHILL ROAD TO SOUTH OF ELLIOTT ROAD	RESURFACE	2.552				CON	
JACKSON	M-50 (Clinton Road)		JACKSON N CO LINE TO W OF RIVES JUNCTION ROAD	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	12.146		CON			
JACKSON	M-50 / US-127 BR		JACKSON SOUTH CITY LIMITS TO US-127	RESTORATION AND REHABILITATION	1.318				CON	
JACKSON	M-99	PF	DOWNTOWN SPRINGPORT	RECONSTRUCTION	0.323	CON				
JACKSON	M-99 (M-99)		SPRINGPORT VILLAGE LIMITS	RESURFACE	0.901					CON
JACKSON	M-99 (Eaton Rapids Road)		RAILROAD STREET TO M-50	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	4.117	CON				
LENAWEE	M-156		OHIO STATE LN TO S JCT MAIN & LOCUST TO N OF PARK	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	1.221	CON				
LENAWEE	M-34	JT	M-156 TO BEECHER ROAD	RESTORATION AND REHABILITATION	5.974	CON				
LENAWEE	M-50 (Monroe Road)		NORTLEY TO M-52	RESURFACE	4.851			CON		
LENAWEE	M-52 (South Adrian Highway)		OHIO STATE LINE TO PINE STREET	RESTORATION AND REHABILITATION	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER NILE DITCH	RAILING REPLACEMENT	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER BURGESS AYERS DRAIN	CULVERT REPLACEMENT	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER CARPENTER & GREEN DRAIN	CULVERT REPLACEMENT	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER KNAPP DRAIN	CULVERT REPLACEMENT	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER ABBOTT DRAIN	CULVERT REPLACEMENT	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER CASS & SMITH DRAIN	CULVERT REPLACEMENT	5.068	CON				
LENAWEE	US-12 (US-12)		US-127 TO M-50	RESURFACE	7.430	CON				
LENAWEE	US-223		ADRIAN/BLISSFIELD RAILROAD TO W OF SILBERHORN HWY	MINOR WIDENING	0.302					CON
LENAWEE	US-223		EAST OF SILBERHORN HWY TO WEST OF RODESILER ROAD	RESURFACE	2.706					CON

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY **REPAIR AND REBUILD ROADS**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
LIVINGSTON	I-96		FROM US-23 TO LIVINGSTON/OAKLAND COUNTY LINE	RECONSTRUCTION	3.977				CON	
LIVINGSTON	I-96 EB		HOWELL REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000	CON				
LIVINGSTON	I-96 WB		AT THE FOWLERVILLE WEIGH STATION	ROADSIDE FACILITIES - RELOCATION	0.000				CON	
LIVINGSTON	M-155		M-155 FROM MASON/NORTON TO END OF ROUTE	RESURFACE	1.929		CON			
LIVINGSTON	M-59	PF	M-59 FROM I-96 TO CSX RR	RESURFACE	0.373	CON				
LIVINGSTON	US-23		SILVER LAKE ROAD TO CSX RAILROAD	RESURFACE	3.625			CON		
LIVINGSTON	US-23		US-23 NB OVER HURON R	WIDEN-MAINT LANES	3.625			CON		
LIVINGSTON	US-23		US-23 SB OVER HURON R	WIDEN-MAINT LANES	3.625			CON		
MONROE	M-125 (Dixie Highway)	JT	I-75/M-125 CONNECTOR TO MONROE SOUTH CITY LIMITS	RESURFACE	8.587		CON			
MONROE	US-23		BRANCH OF MACON RIVER TO PLANK	RESURFACE	6.850		CON			
SHIAWASSEE	I-69		SHIAWASSEE RIVER TO EAST COUNTY LINE	RESURFACE	8.321	CON				
SHIAWASSEE	I-69		PEACOCK ROAD TO SHAFTSBURG ROAD	RECONSTRUCTION	4.422		CON			
SHIAWASSEE	I-69 OLD (West Lansing Road)		FROM M-52 TO 1.1 MILES EAST OF M-52	RESURFACE	1.100	CON				
SHIAWASSEE	M-52		ARDELEAN TO NORTH COUNTY LINE	RESURFACE	6.919			CON		
STATE WIDE	REGIONWIDE		UNIVERSITY - REGIONWIDE	MISCELLANEOUS	0.000	CON				
WASHTENAW	I-94		PINCKNEY, SPENCER, KALMBACH, OLD 12, FLETCHER	RESTORATION AND REHABILITATION	0.000		CON			
WASHTENAW	I-94		FREER ROAD TO PARKER ROAD, LIMA TOWNSHIP	RESURFACE	5.500					CON
WASHTENAW	M-153 (Ford Road)		FRAINS LAKE ROAD TO EAST COUNTY LINE	RESURFACE	3.524			CON		
WASHTENAW	M-17 (Ecorse Road)	JT	US-12 BR TO US-12	RESURFACE	1.862		CON			
WASHTENAW	M-52		AUSTIN TO MAIN AND MAIN TO DUTCH	RECONSTRUCTION	1.680			CON		
WASHTENAW	M-52		PLEASANT LAKE ROAD TO I-94	RESURFACE	6.531				CON	
WASHTENAW	US-12	PF	M-52 TO FELDKAMP ROAD	RESURFACE	8.807	CON				
WASHTENAW	US-12 (West Michigan Avenue)		SCHILL ROAD TO WEST OF AUSTIN ROAD	RESURFACE	3.491		CON			
WASHTENAW	US-12 (East Michigan Avenue)		US-12 FROM B01 TO MAPLE ROAD	RECONSTRUCTION	0.940					CON
					203.326					

Metro Region

2006-2010

Five Year Transportation Program

The Metro Region serves four counties in southeastern Michigan: Wayne, Oakland, Macomb and St. Clair. These four counties encompass 161 cities and townships that are served by state trunklines. The state's largest population and the oldest and busiest freeways are within the Metro Region. Forty-three percent of the Vehicle Miles Traveled (VMT) on Michigan's freeway system occurs here. Since the Metro Region has the largest population concentration in the state, much of the land is being developed or re-developed at a rapid pace to accommodate growth. This includes increasing densities of land use adjacent to existing freeway rights of way. Widening of existing freeway rights of way to increase capacity is becoming increasingly difficult without costly residential or commercial displacements.

To successfully address the challenging needs of the region, alternatives have and will be considered for all modes of transportation in order to maximize mobility. Cooperative efforts between the department and the local and regional planning agencies may allow the state to address transportation needs in coordination with land use planning and through the use of transportation demand management techniques.

Partnerships with other agencies are critical to share knowledge and resources, and to coordinate activities.

MDOT is currently engaged in numerous partnerships to evaluate transportation solutions, and will continue to pursue new partnerships into the future to provide the best transportation solutions for the Metro Region.

Current partnerships include the I-696 at Franklin Road project with the city of Southfield, the I-75 at Ambassador Bridge–Gateway Project with the Detroit International Bridge Company and the Detroit River International Crossing Study with Canada.

Intelligent Transportation Systems (ITS) are used throughout the Metro Region to maximize the existing system capacity in maintaining a safe and efficient trunkline system. ITS is used to communicate construction detours and roadway incidents to travelers. It is used in conjunction with standard construction signing on road projects in order to help alleviate inconveniences to the motoring public.

The use of cameras also helps police and emergency vehicles respond to incidents along the roadway and minimize delays. Another component of ITS is the Courtesy Patrol that assists stranded motorists or those in need of minor repairs or gasoline. The Courtesy Patrol operates on all the major freeways, Monday through Friday, and during special events. In 2004, the program assisted over 28,000 stranded motorists.

The Metro Region is unique in that although it is composed of only four counties, it is the home to five international border crossings. These include the three roadway crossings of the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron and the Detroit-Windsor tunnel in Detroit. The Ambassador Bridge is the busiest commercial border crossing in North America, the Blue Water Bridge is the second busiest commercial crossing in North America and the Detroit-Windsor Tunnel is the second busiest passenger crossing on the United States-Canada border. There are also two rail tunnels in the region, the Port Huron-Sarnia rail tunnel and the Detroit-Windsor rail tunnel. MDOT will continue to improve international border crossings in the region to facilitate the flow of trade across the Canadian border and bordering states.

Project selection emphasizes corridor work and freeway modernization through bridge, pavement, safety and operational improvements throughout the Metro Region.

MDOT will also continue to improve customer access in coordination with economic development in the city of Detroit and other growing areas of the region and continue to eliminate trunkline choke points, address system continuity issues and improve corridors within the region.

MDOT and the Michigan Economic Development Corporation (MEDC) will continue to work together to meet current economic needs, reduce congestion and improve safety along several freeways, local roads and state trunk lines.

The program makes significant contributions to addressing safety and congestion, responding to immediate economic development needs, and supporting and fostering the state's continued economic expansion.

2005 Accomplishments

The Metro Region awarded more than $280 million in construction contracts in 2005. These contracts allowed the motoring public to move around the region in a safer and more efficient manner as the projects were completed. In 2005, 133 miles of road were improved with 53 miles resurfaced or reconstructed and 80 miles rehabilitated. Of the region's 1,545 bridges, more than 80 bridges were rehabilitated.

A few construction accomplishments in the four counties include:

The reconstruction of I-94 from Beech Daly to Wyoming in the cities of Taylor, Allen Park and Dearborn, Wayne County was completed this year. This project included the rehabilitation of 26 bridges and the reconfiguration of the I-94/ US-24 interchange to a Single Point Urban Interchange (SPUI). I-94 within these limits carries approximately 100,000 vehicles daily.

I-75 Southbound from M-15 to the North County Line in Oakland County was resurfaced in 2005. Nine bridges were also rehabilitated as a part of the project. This section of I-75 carries approximately 30,000 vehicles daily.

The reconstruction and rehabilitation of M-3 (Gratiot Avenue) in the city of Detroit, Wayne County, from Jefferson to I-94 was completed. The project also included the construction of a median that will be landscaped. The median landscaping is scheduled to be completed in 2006. This stretch of road carries approximately 20,000 vehicles per day.

In the city of Detroit in Wayne County, I-96 was reconstructed and resurfaced from M-39 (Southfield Freeway) to Warren. The project included the rehabilitation of 47 bridges. This road carries over 120,000 vehicles a day.

In the city of Novi in Oakland County, the I-96 / Beck Road interchange was reconstructed and improved. The former interchange was congested due to growth in the area and it has now been replaced with a new Single Point Urban Interchange design. This project included the donation of key parcels of right-of-way and it is another successful example of the department working with the local communities and developers.

In the city of Auburn Hills, Oakland County, the M-59 / Adams Road interchange was relocated. This relocation was required to provide proper spacing between this interchange and the new interchange at M-59/Squirrel Road that was constructed a few years ago.

Together, these two interchanges will improve access to this area of Oakland County.

In St. Clair County, city of Port Huron, I-94 BL from Dove to the Black River was resurfaced in the summer. It carries more than 12,000 vehicles a day.

The resurfacing of **I-75 from M-102 to 12 Mile Road in the cities of Hazel Park, Ferndale, Madison Heights and Royal Oak in Oakland County**, was begun in 2005 and is expected to be completed in 2006**.** I-75 in this area carries more than 170,000 vehicles a day.

Bridges were rehabilitated at **M-10 at Washington Street and Cobo Hall in the city of Detroit, Wayne County.** Lighting and aesthetics were also included in this project. More than 80,000 vehicles travel along this route on a daily basis.

In Oakland and Macomb Counties, M-59 from Crooks to Ryan Road in the Cities of Sterling Height and Rochester Hills was rehabilitated. More than 80,000 vehicles travel along M-59 daily.

M-19 from Ashery Creek to Bryce Road in Macomb and St. Clair counties, was resurfaced this year. This road carries about 10,000 vehicles daily.

Phased construction of the **Ambassador Bridge/Gateway Project in the city of Detroit** continues to provide access improvements between the privately-owned Ambassador Bridge and the freeway system (I-75 and I-96). Following the rehabilitation of Fort Street (M-85) and reconstruction of the West Grand Boulevard Bridge over I-75 in 2003/2004, the third of four phases of construction was begun in April 2005 and is scheduled for completion in 2006. This includes construction of the I-96/I-75 southbound service drive from north of Michigan Avenue to Vernor Highway and a new highway ramp under the existing railroad bridge south of Michigan Avenue.

In addition to the numerous and successful construction projects, the Metro Region received some important approvals and completed several studies and plans. Some of these planning accomplishments include:

The completion of the Final Environmental Impact Statement (FEIS) for **I-75 from M-102 to M-59 in Oakland County** was approved by the Federal Highway Administration in May 2005. The study recommends the addition of a fourth lane in those sections where there are currently only three lanes. The additional lane will be a High Occupancy Vehicle (HOV) lane in the peak hours (approximately four hours a day) only and be a general lane for the remaining 20 hours a day.

The Final Environmental Impact Statement (FEIS) for the **I-94 Rehabilitation Project in the city of Detroit, Wayne County,** was approved in December 2004. The study recommends the addition of a fourth lane so that there are four consistent through-lanes in this section of I-94. The project will also include improved geometrics and continuous service drives in the corridor.

The Draft Environmental Impact Statement (DEIS) for the **Detroit Intermodal Freight Terminal (DIFT)** project was approved in May 2005. The study includes the proposed enhancement of intermodal operations by four Class I railroads at four intermodal terminals in the future. The Final Environmental Impact Statement is expected to be completed in 2006.

The Federal Highway Administration approved modifications to **I-696 to M-10 at Franklin Road** interchange in Oakland County in September 2005.

An Environmental Assessment (EA) was completed in July 2005, followed by a Finding of No Significant (FONSI) in September 2005 by the Federal Highway Administration for **the proposed improvement of the I-696 and Northwestern Highway interchange** in the city of Southfield, Oakland County. This was a partnership between the city of Southfield and MDOT.

Finding of No Significant (FONSI) was issued in August 2005 by the Federal Highway Administration for the proposed rehabilitation of the **M-1 (Woodward Avenue) and M-102 (Eight Mile Road) intersection**, located at the border of Wayne and Oakland counties.

Finding of No Significant (FONSI) was also issued by the Federal Highway Administration in May 2005 for the **Fort Street (M-85) Bascule Bridge Replacement over the Rouge River** in the city of Detroit. The improvement will also include an alignment shift to improve the Fort Street/Oakwood Boulevard intersection.

In March 2005, the state approved the sale of excess property to the Mexicantown Community Development Corporation (MCDC) for the proposed **Detroit Welcome Center near the entrance of the Ambassador Bridge**. MDOT is finalizing an agreement with the MCDC to lease a portion of their proposed building for a state Welcome Center.

Five Year Road and Bridge Program

The road and bridge preservation projects identified in this 2006 to 2010 Five Year Transportation Program for the Metro Region total approximately $1,072 million (Note: this does not include $126 million in CPM work). Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2006 through FY 2010			
Metro Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total**
Road Preservation	$564	$154	$38	$756
Bridge Preservation	$306	$18	$5	$329
Road & Bridge CPM	$117	$0	$9	$126
Total 2006-2010	*$987*	*$172*	*$52*	**$1,211**

(Road Preservation includes Roadside facilities)
(Amounts are rounded to the nearest million dollars)

Capital preventive maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five Year Plan period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing bridge condition. The Jobs Today investment initiative for the Metro Region will provide approximately $9 million for CPM work in FY 2006.

Metro Region	Route Miles	Number of Bridges and other Structures
Total in Region	878	1,543
Scheduled Work	228	296
Percentage of Region	26%	19%

The 2006-2010 program for road preservation work reflects approximately 228 miles (26 %) of the Metro Region's 878 route miles of state trunklines during the next five years.

The 2006-2010 program for bridge preservation work will address 296 (19 %) of the region's 1,543 trunkline bridges and structures.

The Governor's "Preserve First Program" increases the emphasis on the preservation of the existing transportation system. This program will allow MDOT to improve the condition of roads and bridges while protecting the investments of the Michigan taxpayers. The program concentrates on high volume freeways and state routes in poor condition and provides an appropriate mix of fixes.

The aging infrastructure in the Metro Region requires extensive work. This region is home to the highest density of population in the state. Therefore, the roads continue to be well-traveled by commercial carriers, residents and visitors alike. In order to better plan for the future needs of such infrastructure, planning studies that were previously initiated prior to the "Preserve First Program" will continue to conclusion, while other phases have been deferred to a future Five Year Transportation Program.

Public Involvement

Taylor

The Taylor Transportation Service Center (TSC) listening session conducted on December 5, 2005, and was attended by 31 participants. A total of 38 comments were received. Support was expressed for repair/restoration and guardrail addition for the I-75 sound barrier wall in Southgate. Also an application was requested from the city of Southgate for a sound wall on I-75 between Northline Road and Brest Street (east side of NB I-75). Comments related to safety included requests for signal installa-

tion at US-24/King Road, extension of the deceleration lanes for I-275 at the M-14, Ford Road, and Michigan Avenue interchanges, support for addition of a pattern symbol on green and red lights for color blind drivers, and modification of MDOT traffic signals to include an all red phasing. Support was also given for the planned reconstruction and center turn lane addition on US 24 from Vreeland to Pennsylvania, and construction on US-24 (Telegraph Rd.). MDOT TSC staff was pleased to inform the attendees that the project would be included in the 2006-2010 program with the possibility of construction occurring in 2008.

Waterford

A total of 23 comments were received from 16 participants at separate sessions on December 1st and December 8, 2005, including several municipal officials and two newspaper reporters. Specific comments included local citizen opposition to the extension of the M-5 connector, including the Martin Road project. Several citizen questions related directly to transportation finance with an emphasis on state/county cost sharing, balancing of cost versus benefit of longer lasting roads, and distribution of funds among four counties in the five year program. Concern was also expressed about problems with traffic flow and congestion in western Oakland County. Citizens voiced support for the planned work on the I-696 bridges at Halstead Rd. and Orchard Lake Rd. Support was also given for contingency planning for emergency road closures which contributes to improved communication.

Port Huron

Thirty-three citizens attended the Port Huron listening session on December 8, 2005, including staff representatives from the city of Port Huron and the St. Clair County Road Commission. Concern was expressed about winter maintenance practices, as tied to safety. Basic mobility concerns were expressed regarding an upcoming project on I-94 and its impact on mobility in the area, and congestion in the area of I-69 and Wadhams Road. Citizens also inquired about the status of the Blue Water Bridge Plaza study and related property purchases. Also, the importance of ensuring access via Pine Grove Road to the downtown and Fort Gratiot business districts was stressed to support economic growth of the area and strengthening the state's economy.

Sterling Heights

The November 29, 2005 Listening Session at the Macomb TSC in Sterling Heights hosted 22 participants including several representatives from Macomb County, local municipalities, a radio station, and a variety of private citizens. To improve environment and aesthetics, citizens expressed strong advocacy for a sound wall at 18 1/2 Mile Rd. and Van Dyke. The safety of motorists was expressed as motivation for eliminating the "New Jersey" type turnarounds on Van Dyke at 14 Mile, 15 Mile, and 16 Mile roads sooner than the planned 2010 date, and citizens asked about the

status of a safety flasher at M-19 and School Section Road. The need for increased support for bicycle and pedestrian needs in roadway projects was also expressed. Expeditious repair of M-53 from 34 Mile Rd. to Bordman Road was also advocated to continue the preservation of the roadway through implementing necessary repairs. Information was requested on MDOT studies for widening I-75 in Oakland County, I-94 in Detroit, and the Detroit River International Crossing study. Information on transportation enhancement funding or grants for small cities and townships was also requested.

Detroit

The November 30, 2005, listening session in Detroit was attended by four citizen participants, including two maintenance representatives from the Wayne County Road Commission, a consultant, and a non-motorized transportation advocate. The issue of improved pedestrian facilities in the city was discussed.

2006-2010 ROAD & BRIDGE PROGRAM

METRO **BRIDGE - BIG BRIDGE PROGRAM**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
OAKLAND	I-696 (W P Reuther Freeway)		I-696 OVER I-75 AND 4 RAMPS	PAINTING COMPLETE	0.000		CON			
WAYNE	I-75 (Fisher Freeway)		I-75 OVER FORT STREET	MISCELLANEOUS REHABILITATION	0.000	CON				
WAYNE	M-85 (Fort Street)		M-85 OVER ROUGE RIVER	BRIDGE REPLACEMENT	0.000		CON			
					0.000					

2006-2010 ROAD & BRIDGE PROGRAM

METRO **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
MACOMB	I-696 (W P Reuther Freeway)		RAMP G AT MOUND ROAD OVER I-696	SUBSTRUCTURE REPAIR	0.001			CON		
MACOMB	I-696 (W P Reuther Freeway)		11 MILE ROAD EB OVER MOUND ROAD & RAMPS C & D	SUBSTRUCTURE REPAIR	0.001			CON		
MACOMB	I-696 (W P Reuther Freeway)		11 MILE ROAD WB OVER MOUND ROAD & RAMPS C & D	SUBSTRUCTURE REPAIR	0.001			CON		
MACOMB	I-696 (W P Reuther Freeway)		SHERWOOD AVENUE OVER I-696 & RAMPS B, C, H, & F	OVERLAY - SHALLOW	0.001			CON		
MACOMB	I-696 (W P Reuther Freeway)		RAMPS E AND F OVER MOUND AND SERVICE RD OVER I-696	OVERLAY - DEEP	0.001			CON		
MACOMB	I-696 (W P Reuther Freeway)		WAGNER DRIVE OVER I-696	DECK REPLACEMENT	0.000	CON				
MACOMB	I-696 (W P Reuther Freeway)		ARSENAL AVENUE OVER I-696	DECK REPLACEMENT	0.000	CON				
MACOMB	I-696 (W P Reuther Freeway)		CAMPBELL ROAD OVER I-696	DECK REPLACEMENT	0.000	CON				
MACOMB	I-696 (W P Reuther Freeway)		10.5 MILE ROAD OVER MOUND ROAD & RAMPS A & B	SUBSTRUCTURE REPAIR	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		NB SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		SB SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		SB SERVICE ROAD OVER RAMPS D & H	SUBSTRUCTURE REPAIR	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		EB 11 MILE ROAD OVER I-696	PAINTING COMPLETE	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		RAMP G AT MOUND ROAD OVER I-696	PAINTING COMPLETE	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		EB 11 MILE ROAD OVER I-696	DECK PATCHING	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		NB MOUND ROAD OVER I-696	PAINTING COMPLETE	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		SB MOUND ROAD OVER I-696	PAINTING COMPLETE	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		MEREDITH DRIVE OVER I-696	PAINTING COMPLETE	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		SB SERVICE ROAD OVER RAMPS A & F OFF I-696	PAINTING COMPLETE	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		NB SERVICE ROAD OVER RAMPS B & G OFF I-696	PAINTING COMPLETE	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		NB SERVICE ROAD OVER RAMPS C & E OFF I-696	PAINTING COMPLETE	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		GRANDMONT WALKOVER OVER I-696 AND SERVICE ROADS	OVERLAY - EPOXY	0.000				CON	
MACOMB	I-696 (W P Reuther Freeway)		FERNWOOD WALKOVER OVER I-696 AND SERVICE ROADS	OVERLAY - EPOXY	0.000				CON	
MACOMB	I-696 (W P Reuther Freeway)		NIEMAN STREET OVER I-696	OVERLAY - SHALLOW	0.000				CON	
MACOMB	I-696 (W P Reuther Freeway)		NORTH SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000				CON	
MACOMB	I-696 (W P Reuther Freeway)		SOUTH SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000				CON	
MACOMB	I-696 (W P Reuther Freeway)		I-696 RAMP E TO N OVER I-94, 11 MILE ROAD & RAMPS	OVERLAY - DEEP	0.000				CON	
MACOMB	I-696 (W P Reuther Freeway)		HAYES ROAD OVER I-696	DECK REPLACEMENT	0.000	CON				
MACOMB	I-696 (W P Reuther Freeway)		FAIRFIELD AVENUE OVER I-696	DECK REPLACEMENT	0.248				CON	
MACOMB	I-94		I-94 EB OVER USAF SPUR TRACK	OVERLAY - DEEP	0.001		CON			
MACOMB	I-94		I-94 WB OVER USAF SPUR TRACK	OVERLAY - DEEP	0.001		CON			
MACOMB	I-94		I-94 EB OVER HARPER ROAD	DECK REPLACEMENT	0.001		CON			
MACOMB	I-94		21 MILE ROAD OVER I-94	OVERLAY - DEEP	0.001		CON			
MACOMB	I-94		COTTON ROAD OVER I-94	OVERLAY - DEEP	0.001		CON			
MACOMB	I-94		I-94 WB OVER HARPER ROAD	DECK REPLACEMENT	0.001		CON			
MACOMB	I-94		I-94 EB OVER CROCKER ROAD	OVERLAY - DEEP	0.001		CON			
MACOMB	I-94		I-94 WB OVER CROCKER ROAD	OVERLAY - DEEP	0.001		CON			
MACOMB	I-94		I-94 EB OVER JOY ROAD	SUPERSTRUCTURE REPAIR	0.001		CON			
MACOMB	I-94		I-94 WB OVER JOY ROAD	SUPERSTRUCTURE REPAIR	0.001		CON			
MACOMB	M-29		M-29 OVER FISH CREEK	OVERLAY - DEEP	0.000			CON		
MACOMB	M-29		M-29 OVER SALT RIVER	OVERLAY - DEEP	0.000			CON		

2006-2010 ROAD & BRIDGE PROGRAM

METRO **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
MACOMB	M-3 (Gratiot avenue)		M-3 SB OVER CLINTON RIVER	MISCELLANEOUS BRIDGE	0.001		CON			
MACOMB	M-3 (Gratiot avenue)		M-3 NB OVER CLINTON RIVER	DECK REPLACEMENT	0.001		CON			
OAKLAND	I-696 (W P Reuther Freeway)		EAST OF ORCHARD LAKE ROAD WALKOVER OVER I-696	BRIDGE REPLACEMENT	0.000				CON	
OAKLAND	I-696 (W P Reuther Freeway)		M-102 OVER I-696 EB	DECK REPLACEMENT	0.002			CON		
OAKLAND	I-696 (W P Reuther Freeway)		TEN MILE ROAD OVER I-96	SUBSTRUCTURE REPAIR	0.002			CON		
OAKLAND	I-696 (W P Reuther Freeway)		EB I-696 OVER N-S SERVICE ROAD	OVERLAY - EPOXY	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		I-696 EB AND WB OVER N-S SERVICE ROAD	CRACK SEALING	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		I-696 TO I-75 RAMP OVER N-S SERVICE ROAD	OVERLAY - EPOXY	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		I-696 RAMPS AF AND EF OVER NORTH SERVICE ROAD	DECK REPLACEMENT	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		I-696 OVER NORTH SERVICE ROAD	OVERLAY - DEEP	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		I-696 TURN ROADWY EB OVER I-696&RAMPS FROM I-75NB	OVERLAY - DEEP	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		I-696 TURN RDWY AF OVER I-696&RAMPS FROM I-75 SB	OVERLAY - DEEP	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		I-696 RAMP EB OVER I-75 & RAMPS TO I-75 NB	OVERLAY - DEEP	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		I-696 RAMP WB OVER I-75 & RAMPS TO I-75 SB	OVERLAY - DEEP	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		HALSTEAD ROAD OVER I-696	OVERLAY - DEEP	0.000			CON		
OAKLAND	I-696 (W P Reuther Freeway)		ORCHARD LAKE ROAD OVER I-696	OVERLAY - SHALLOW	0.000			CON		
OAKLAND	I-696 (W P Reuther Freeway)		US-24 N TO M-10 W OVER I-696	SUBSTRUCTURE REPAIR	0.001	CON				
OAKLAND	I-696 (W P Reuther Freeway)		RAMP P TO M-10 OVER I-696	OVERLAY - EPOXY	0.007				CON	
OAKLAND	I-75		DALLAS DOUBLE U TURN OVER I-75	OVERLAY - DEEP	0.000		CON			
OAKLAND	I-75		MYERS ROAD OVER I-75	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	I-75	PF	I-696 RAMPS GH AND GD OVER NORTH SERVICE ROAD	OVERLAY - DEEP	0.000		CON			
OAKLAND	I-75	PF	JOHN R SB TURN RAMP OVER I-75	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	I-75	PF	JOHN R OVER I-75	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	I-75	PF	JOHN R NB TURN RAMP OVER I-75	OVERLAY - DEEP	0.000		CON			
OAKLAND	I-75	PF	NINE MILE ROAD TURN RAMP OVER I-75	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	I-75	PF	NINE MILE ROAD OVER I-75	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	I-75	PF	WOODWARD HEIGHTS BOULEVARD OVER I-75	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	I-75		BERNHARD STREET WALKOVER OVER I-75	DECK PATCHING	0.000		CON			
OAKLAND	I-75		HARRY AVENUE WALKOVER OVER I-75	DECK PATCHING	0.000		CON			
OAKLAND	I-75		HIGHLAND AVENUE WALKOVER OVER I-75	DECK PATCHING	0.000		CON			
OAKLAND	I-75		BROWNING AVENUE WALKOVER OVER I-75	DECK PATCHING	0.000		CON			
OAKLAND	I-75		ORCHARD STREET WALKOVER OVER I-75	DECK PATCHING	0.000		CON			
OAKLAND	I-96		I-96 OVER KENT LAKE ROAD	DECK REPLACEMENT	0.000				CON	
OAKLAND	I-96		NOVI ROAD OVER I-96	SUBSTRUCTURE REPAIR	0.000			CON		
OAKLAND	I-96		MEADOWBROOK ROAD OVER I-96	OVERLAY - DEEP	0.001			CON		
OAKLAND	I-96		I-96 OVER HURON RIVER	SUPERSTRUCTURE REPAIR	0.000				CON	
OAKLAND	I-96 BL (Grand River Avenue)		OLD I-96 OVER ROUGE RIVER	CULVERT REPLACEMENT	0.108	CON				
OAKLAND	M-1 (Woodward Avenue)		M-1 OVER 8 MILE ROAD OVER M-102 AND RAMPS	DECK REPLACEMENT	0.001	CON				
OAKLAND	M-1 (Woodward Avenue)		M-1 NB RAMP OVER M-102 (8 MILE ROAD)	DECK REPLACEMENT	0.001	CON				
OAKLAND	M-1 (Woodward Avenue)		M-1 SB RAMP OVER M-102 (8 MILE ROAD)	DECK REPLACEMENT	0.001	CON				
OAKLAND	M-10 (Northwestern Highway)		M-39 (RAMP H) OVER M-10 NB (RAMP G)	OVERLAY - DEEP	0.000		CON			

2006-2010 ROAD & BRIDGE PROGRAM

METRO **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
OAKLAND	M-10 (Northwestern Highway)		M-10 (RAMP B) OVER M-10 RAMP	OVERLAY - DEEP	0.000		CON			
OAKLAND	M-10 (Northwestern Highway)		M-10 RAMP H OVER M-39	DECK REPLACEMENT	0.000		CON			
OAKLAND	M-10 (Northwestern Highway)		M-39 NB OVER M-10	DECK REPLACEMENT	0.000		CON			
OAKLAND	M-10 (Northwestern Highway)		10 MILE ROAD OVER M-10	SUPERSTRUCTURE REPAIR	0.000		CON			
OAKLAND	M-10 (Northwestern Highway)		LEFT TURN STRUCTURE OVER M-10	DECK REPLACEMENT	0.000		CON			
OAKLAND	M-10 (Northwestern Highway)		M-10 SB OVER ROUGE RIVER	DECK REPLACEMENT	0.003	CON				
OAKLAND	M-10 (Northwestern Highway)		M-10 NB OVER ROUGE RIVER	DECK REPLACEMENT	0.003	CON				
OAKLAND	M-10 (Northwestern Highway)		M-10 NB OVER US-24	DECK REPLACEMENT	0.003	CON				
OAKLAND	M-10 AT M-39 (Northwestern Highwa		9 MILE ROAD OVER M-10 RAMP	SUBSTRUCTURE REPAIR	0.139		CON			
OAKLAND	M-10 AT M-39 (Northwestern Highwa		M-39 SB OVER M-10 RAMP C	DECK REPLACEMENT	0.139		CON			
OAKLAND	TROWBRIDGE ROAD		TROWBRIDGE ROAD OVER GTW RAILROAD	BRIDGE REPLACEMENT	0.000				CON	
OAKLAND	US-24 (Telegraph Road)		US-24 OVER CLINTON RIVER	BRIDGE REPLACEMENT	0.000		CON			
ST. CLAIR	I-69		I-69 EB OVER CSX RAILROAD	DECK REPLACEMENT	0.000			CON		
ST. CLAIR	I-69		I-69 WB OVER CSX RAILROAD	DECK REPLACEMENT	0.000			CON		
ST. CLAIR	I-69		I-69 EB OVER GTW RAILROAD	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-69		I-69 WB OVER GTW RAILROAD	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		I-94 WB OVER M-25	SUPERSTRUCTURE REPLACEMENT	0.340	CON				
ST. CLAIR	I-94		RAVENSWOOD ROAD OVER I-94	OVERLAY - DEEP	0.000	CON				
ST. CLAIR	I-94		WADHAMS ROAD OVER I-94	DECK REPLACEMENT	0.000				CON	
ST. CLAIR	I-94		CHURCH ROAD OVER I-94	OVERLAY - DEEP	0.000		CON			
ST. CLAIR	I-94		MELDRUM ROAD OVER I-94	OVERLAY - DEEP	0.000		CON			
ST. CLAIR	I-94		I-94 EB OVER BELLE RIVER	DECK REPLACEMENT	0.000				CON	
ST. CLAIR	I-94		I-94 WB OVER BELLE RIVER	DECK REPLACEMENT	0.000				CON	
ST. CLAIR	I-94		I-94 EB OVER PINE RIVER	OVERLAY - DEEP	0.000				CON	
ST. CLAIR	I-94		I-94 WB OVER PINE RIVER	OVERLAY - DEEP	0.000				CON	
ST. CLAIR	I-94		ALLINGTON ROAD OVER I-94	OVERLAY - DEEP	0.000				CON	
ST. CLAIR	I-94		RATTLE RUN ROAD OVER I-94	OVERLAY - DEEP	0.000				CON	
ST. CLAIR	I-94		MICHIGAN ROAD OVER I-69	DECK REPLACEMENT	0.672		CON			
ST. CLAIR	I-94		MICHIGAN ROAD OVER I-69 WB	OVERLAY - DEEP	0.672		CON			
ST. CLAIR	I-94		MEISNER ROAD OVER I-94	OVERLAY - DEEP	0.672		CON			
ST. CLAIR	I-94		MICHIGAN ROAD OVER I-94	OVERLAY - DEEP	0.672		CON			
ST. CLAIR	I-94		I-69 EB OVER I-94	DECK REPLACEMENT	0.000		CON			
ST. CLAIR	I-94		I-69 WB OVER I-94	OVERLAY - SHALLOW	0.000		CON			
ST. CLAIR	I-94		I-94 EB OVER LAPEER ROAD	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
ST. CLAIR	I-94		I-94 WB OVER LAPEER ROAD	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
ST. CLAIR	I-94		I-94 EB OVER M-25	SUPERSTRUCTURE REPLACEMENT	0.240	CON				
ST. CLAIR	M-19		M-19 OVER EMMETT DRAIN	OVERLAY - EPOXY	0.000			CON		
ST. CLAIR	M-19		M-19 OVER SULLIVAN DRAIN	OVERLAY - EPOXY	0.000			CON		
ST. CLAIR	M-19		M-19 OVER MILL CREEK	BRIDGE REPLACEMENT	0.000			CON		
ST. CLAIR	M-19		M-19 OVER COWHEY CREEK	BRIDGE REPLACEMENT	0.000			CON		
ST. CLAIR	M-19		M-19 OVER PINE RIVER	DECK REPLACEMENT	0.000			CON		

2006-2010 ROAD & BRIDGE PROGRAM

METRO BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
WAYNE	CONN-8		RUSSELL STREET OVER I-75 CONNECTOR TO M-3	DECK REPLACEMENT	0.001	CON				
WAYNE	I-275		I-275 SB OVER MIDDLE ROUGE RIVER	OVERLAY - DEEP	0.000				CON	
WAYNE	I-275		I-275 NB OVER MIDDLE ROUGE RIVER	OVERLAY - DEEP	0.000				CON	
WAYNE	I-75		PIQUETTE OVER I-75	DECK REPLACEMENT	0.001		CON			
WAYNE	I-75		COMMER AVENUE OVER I-75	DECK REPLACEMENT	0.001		CON			
WAYNE	I-75		WARREN AVENUE OVER I-75	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75		I-94 WB TO SB RAMP OVER I-94 EB TO I-75 NB RAMP	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75		EAST GRAND BOULEVARD OVER I-75	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75		CLAY AVENUE OVER I-75	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75		I-75 E N TURN ROAD OVER I-375	PAINTING COMPLETE	0.002		CON			
WAYNE	I-75		I-75 SOUTHEAST TURN ROAD OVER I-375	PAINTING COMPLETE	0.002		CON			
WAYNE	I-75		M-3 CONNECTOR OVER I-75 AND I-375	PAINTING COMPLETE	0.002		CON			
WAYNE	I-75		M-3 CONNECTOR OVER I-75 AND I-375	PAINTING COMPLETE	0.002		CON			
WAYNE	I-75		M-3 TO I-375 SOUTH RAMP OVER I-75	SUBSTRUCTURE REPAIR	0.002		CON			
WAYNE	I-75		WILKINS STREET AND RAMP OVER I-75	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75		MACK AVENUE OVER I-75	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75		CANFIELD AVENUE OVER I-75	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75		WARREN ENT TO I-75 OVER I-75 NB TO E & W TURN RDWY	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75		I-75 SB EXIT RAMP OVER I-75 E&W TO SB TURN ROADWAY	OVERLAY - SHALLOW	0.002		CON			
WAYNE	I-75		HOLBROOK AVENUE OVER I-75	OVERLAY - DEEP	0.002		CON			
WAYNE	I-75		DEQUINDRE AVENUE OVER I-75	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75		CANIFF AVENUE AND TURN OVER I-75	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75		DEQUINDRE U-TURN OVER I-75	DECK REPLACEMENT	0.002		CON			
WAYNE	I-75 (Fisher Freeway)		I-75 SB OVER I-96 WB	DECK REPLACEMENT	0.300	CON				
WAYNE	I-75 (Fisher Freeway)		I-75 RAMP WB TO SB OVER RAMP TO WB I-96	DECK REPLACEMENT	0.300	CON				
WAYNE	I-75 (Fisher Freeway)		M-85 SB OVER I-75 NB	BRIDGE REPLACEMENT	0.001	CON				
WAYNE	I-75	PF	M-102 WB SERVICE ROAD OVER I-75	OVERLAY - DEEP	0.000		CON			
WAYNE	I-75		M-102 EB SERVICE ROAD OVER I-75	OVERLAY - DEEP	0.000		CON			
WAYNE	I-75 (Detroit Toledo Freeway)	JT	I-75 NB OVER GTW RAILROAD	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-75 (Detroit Toledo Freeway)	JT	I-75 SB OVER GTW RAILROAD	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-75 (Detroit Toledo Freeway)	JT	GIBRALTAR ROAD OVER I-75	SUBSTRUCTURE REPAIR	0.000	CON				
WAYNE	I-75 (Detroit Toledo Freeway)	JT	I-75 NB OVER VAN HORN ROAD	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-75 (Detroit Toledo Freeway)	JT	I-75 SB OVER VAN HORN ROAD	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-75 (Detroit Toledo Freeway)	JT	KING ROAD OVER I-75	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-75 (Detroit Toledo Freeway)	JT	I-75 CONNECTOR NB OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75 (Detroit Toledo Freeway)	JT	I-75 CONNECTOR SB OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75 (Detroit Toledo Freeway)	JT	I-75 NB OVER EUREKA ROAD	OVERLAY - SHALLOW	0.000	CON				
WAYNE	I-75 (Detroit Toledo Freeway)	JT	I-75 SB OVER EUREKA ROAD	OVERLAY - SHALLOW	0.000	CON				
WAYNE	I-75 (Detroit Toledo Freeway)	JT	I-75 SB OVER NORTH LINE ROAD	OVERLAY - DEEP	0.000	CON				
WAYNE	I-75	JT	I-75 SB OVER BLAKELY DRAIN	OVERLAY - SHALLOW	0.000	CON				
WAYNE	I-75	JT	I-75 NB OVER BLAKELY DRAIN	OVERLAY - SHALLOW	0.000	CON				

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METRO **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
WAYNE	I-75	JT	I-75 RAMP C OVER FRANK AND POET DRAIN	SCOUR PROTECTION	0.000	CON				
WAYNE	I-75	JT	I-75 AND RAMP A OVER FRANK AND POET DRAIN	SCOUR PROTECTION	0.000	CON				
WAYNE	I-75	JT	I-75 NB OVER BROWNSTOWN CREEK	SCOUR PROTECTION	0.000	CON				
WAYNE	I-75	JT	I-75 NB OVER GTW RAILROAD	OVERLAY - DEEP	0.000	CON				
WAYNE	I-75	JT	I-75 SB OVER GTW RAILROAD	OVERLAY - DEEP	0.000	CON				
WAYNE	I-75	JT	WEST ROAD OVER I-75	OVERLAY - EPOXY	0.000	CON				
WAYNE	I-75	JT	PENNSYLVANIA ROAD OVER I-75	MISCELLANEOUS REHABILITATION	0.000	CON				
WAYNE	I-75	JT	I-75 SB OVER US-24 CONNECTOR	OVERLAY - SHALLOW	0.000	CON				
WAYNE	I-75	JT	I-75 NB OVER ALLEN ROAD	OVERLAY - EPOXY	0.000	CON				
WAYNE	I-75	JT	I-75 SB OVER ALLEN ROAD	OVERLAY - EPOXY	0.000	CON				
WAYNE	I-75	JT	I-75 NB OVER NORTH LINE ROAD	DECK PATCHING	0.000	CON				
WAYNE	I-75		SIBLEY ROAD OVER I-75	REPLACE BRIDGE, ADD LANES	0.001			CON		
WAYNE	I-75		CASS AVENUE OVER I-75	DECK REPLACEMENT	0.001	CON				
WAYNE	I-75		M-1 (WOODWARD AVENUE) OVER I-75	DECK REPLACEMENT	0.001	CON				
WAYNE	I-75		I-75 OVER NORTH HURON RIVER DRIVE	OVERLAY - DEEP	0.000				CON	
WAYNE	I-75		MARKET STREET WALKOVER OVER M-3 CONNECTOR TO I-75	SUPERSTRUCTURE REPLACEMENT	0.001	CON				
WAYNE	I-94		BEAUBIEN ST OVER I-94	DECK REPLACEMENT	0.000					CON
WAYNE	I-94		I-94 EB OVER ECORSE CREEK	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-94		I-94 WB OVER ECORSE CREEK	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-94		SB WEST GRAND BOULEVARD OVER I-94	DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		I-94 TO WEST GRAND BOULEVARD OVER OPEN AREA	DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		NB WEST GRAND BOULEVARD OVER I-94	DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		TRUMBULL AVENUE OVER I-94	OVERLAY - SHALLOW	0.000			CON		
WAYNE	I-94		I-94 EB RAMP TO M-10 OVER M-10 SB AND I-94 WB	OVERLAY - SHALLOW	0.000			CON		
WAYNE	I-94		CSX RAILROAD OVER I-94	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	I-94		CONRAIL OVER I-94	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	I-94		GTW & CONRAIL OVER I-94	PAINTING COMPLETE	0.000			CON		
WAYNE	I-94		LONYO AVENUE OVER I-94	DECK REPLACEMENT	0.000	CON				
WAYNE	I-94		WEST GRAND BOULEVARD U-TURN OVER OPEN AREA	OVERLAY - DEEP	0.000			CON		
WAYNE	I-94		US-12 (MICHIGAN AVENUE) OVER I-94	MISCELLANEOUS BRIDGE	0.001	CON				
WAYNE	I-94		CADILLAC AVENUE OVER I-94	SUBSTRUCTURE REPAIR	0.380			CON		
WAYNE	I-94		FRENCH ROAD OVER I-94	SUBSTRUCTURE REPAIR	0.380			CON		
WAYNE	I-96		MAPLEWOOD AVENUE OVER I-96	MISCELLANEOUS BRIDGE	0.003	CON				
WAYNE	I-96		SELDEN AVENUE WALKOVER OVER I-96	DECK REPLACEMENT	0.003	CON				
WAYNE	I-96		GTW RAILROAD OVER I-96	PAINTING COMPLETE	0.003	CON				
WAYNE	I-96		CONRAIL RAILROAD OVER I-96	PAINTING COMPLETE	0.003	CON				
WAYNE	I-96		JOY ROAD OVER I-96	DECK REPLACEMENT	0.428	CON				
WAYNE	I-96		M-8 WB TO I-96 EB RAMP OVER M-8	DECK REPLACEMENT	0.000			CON		
WAYNE	I-96		FULLERTON AVENUE OVER I-96	OVERLAY - EPOXY	0.000			CON		
WAYNE	I-96		ELMHURST AVENUE OVER I-96	DECK REPLACEMENT	0.000			CON		
WAYNE	I-96		U-TURN NORTH OF GRAND RIVER AVENUE OVER I-96	DECK REPLACEMENT	0.000			CON		

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METRO **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
WAYNE	I-96		GRAND RIVER AVENUE OVER I-96	DECK REPLACEMENT	0.000			CON		
WAYNE	I-96		LIVERNOIS AVENUE OVER I-96	DECK REPLACEMENT	0.000			CON		
WAYNE	I-96		LIVERNOIS AVENUE LEFT TURN OVER I-96	DECK REPLACEMENT	0.000			CON		
WAYNE	I-96		WB DAVISON TO EB I-96 OVER I-96	DECK REPLACEMENT	0.000			CON		
WAYNE	I-96		OAKMAN BOULEVARD EB OVER I-96	DECK REPLACEMENT	0.000			CON		
WAYNE	I-96		OAKMAN BOULEVARD WB OVER I-96	DECK PATCHING	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		PEMBROKE AVENUE OVER M-10	DECK REPLACEMENT	0.000		CON			
WAYNE	M-10		LIVERNOIS AVENUE OVER M-10	DECK REPLACEMENT	0.000		CON			
WAYNE	M-10		PURITAN AVENUE OVER M-10	DECK REPLACEMENT	0.000		CON			
WAYNE	M-10		MYERS ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	M-10		MYERS ROAD TURNAROUND OVER M-10	DECK REPLACEMENT	0.000		CON			
WAYNE	M-10		MCNICHOLS ROAD OVER M-10	DECK REPLACEMENT	0.000		CON			
WAYNE	M-10		OUTER DRIVE EB OVER M-10	DECK REPLACEMENT	0.000		CON			
WAYNE	M-10		OUTER DRIVE WB OVER M-10	DECK REPLACEMENT	0.000		CON			
WAYNE	M-10		7 MILE ROAD OVER M-10	DECK REPLACEMENT	0.000		CON			
WAYNE	M-10 (Lodge Freeway)		HOLDEN AVE WALKOVE OVER M-10	SUPERSTRUCTURE REPAIR	0.000		CON			
WAYNE	M-10 (Lodge Freeway)		GLADSTONE AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	M-10 (Lodge Freeway)		MONTEREY AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000		CON			
WAYNE	M-10 (Lodge Freeway)		HIGHLAND AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000		CON			
WAYNE	M-10		M-102 WB SERVICE ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.001		CON			
WAYNE	M-10		M-102 EB SERVICE ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.001		CON			
WAYNE	M-10		GREENFIELD ROAD LEFT TURN OVER M-10	DECK REPLACEMENT	0.001		CON			
WAYNE	M-10		TULLER AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	M-10		NORTHLAWN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000		CON			
WAYNE	M-10		WISCONSIN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000		CON			
WAYNE	M-10		MARGARETA AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000		CON			
WAYNE	M-10		DEXTER-BELDEN AVENUE OVER M-10	SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	M-10		FORD AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	M-10		LOG CABIN AVNUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	M-10		ALDEN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000		CON			
WAYNE	M-10		MUIRLAND AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000		CON			
WAYNE	M-10		M-10 NB OVER DAVISON (M-8)	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	M-10		NB TO WB DAVISON OVER M-10 SB	DECK REPLACEMENT	0.000		CON			
WAYNE	M-10		GLENDALE AVENUE OVER M-10	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	M-14		NORTHVILLE ROAD OVER M-14	SUBSTRUCTURE REPAIR	0.100	CON				
WAYNE	M-14		M-14 OVER ROUGE RIVER	OVERLAY - DEEP	0.100	CON				
WAYNE	M-14		M-14 WB OVER C&O RAILROAD	OVERLAY - DEEP	0.100	CON				
WAYNE	M-14		M-14 EB OVER CSX RAILROAD	OVERLAY - DEEP	0.100	CON				
WAYNE	M-14		M-14 OVER EDWARD HINES DRIVE	OVERLAY - DEEP	0.100	CON				
WAYNE	M-14		C&O RAILROAD OVER M-14	PAINTING - ZONE	0.100	CON				
WAYNE	M-14		BECK ROAD OVER M-14	SUBSTRUCTURE REPAIR	0.189	CON				

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METRO BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
WAYNE	M-14		HAGGERTY ROAD OVER M-14	SUBSTRUCTURE REPAIR	0.088	CON				
WAYNE	M-153 (Ford Freeway)		GREENFIELD ROAD OVER M-153	SUPERSTRUCTURE REPLACEMENT	0.001	CON				
WAYNE	M-153 (Ford Road)		M-153 OVER FELLOWS CREEK	BRIDGE REPLACEMENT	0.004	CON				
WAYNE	M-153 (Ford Road)		EVERGREEN ROAD NB OVER M-153	OVERLAY - DEEP	0.521				CON	
WAYNE	M-153 (Ford Road)		EVERGREEN ROAD SB OVER M-153	OVERLAY - DEEP	0.521				CON	
WAYNE	M-39 (Southfield Freeway)		JOY ROAD OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		WEST CHICAGO ROAD OVER M-39	DECK REPLACEMENT	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		PLYMOUTH ROAD OVER M-39	DECK REPLACEMENT	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		FENKELL AVENUE OVER M-39	DECK REPLACEMENT	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		7 MILE ROAD OVER M-39	DECK REPLACEMENT	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		M-102 WB OVER M-39	DECK REPLACEMENT	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		FITZPATRICK ROAD OVER M-39	DECK REPLACEMENT	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		FULLERTON AVENUE OVER M-39	OVERLAY - SHALLOW	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		CURTIS AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		SCHOOLCRAFT AVENUE OVER M-39	DECK REPLACEMENT	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		M-102 LEFT TURN RAMP OVER M-39	DECK REPLACEMENT	0.000				CON	
WAYNE	M-39 (Southfield Freeway)		M-102 EB OVER M-39	DECK REPLACEMENT	0.000				CON	
WAYNE	M-8 (Davison Highway)		JOSEPH CAMPAU OVER M-8	DECK REPLACEMENT	0.226				CON	
WAYNE	M-8 (Davison Highway)		GODDARD AVENUE OVER M-8	DECK REPLACEMENT	0.262				CON	
WAYNE	M-85 (Fort Street)		M-85 (FORT STREET) OVER NS RAILROAD AND CONRAIL	BRIDGE REPLACEMENT	0.001			CON		
WAYNE	M-85 (Fort Street)		M-85 (FORT STREET) OVER PLEASANT STREET	BRIDGE REPLACEMENT	0.001			CON		
WAYNE	M-85 (Fort Street)		M-85 (FORT STREET) OVER SANDERS STREET	BRIDGE REMOVAL	0.001			CON		
WAYNE	M-85 (Fort Street)		M-85 NB OVER SEXTON-KILFOIL DRAIN	OVERLAY - SHALLOW	0.000	CON				
WAYNE	M-85 (Fort Street)		M-85 SB OVER SEXTON-KILFOIL DRAIN	OVERLAY - SHALLOW	0.000	CON				
WAYNE	REGIONWIDE		SECOND BOULEVARD OVER I-94	SUBSTRUCTURE REPAIR	3.921			CON		
WAYNE	REGIONWIDE		CASS AVENUE OVER I-94	SUBSTRUCTURE REPAIR	3.921			CON		
WAYNE	REGIONWIDE		BRUSH STREET OVER I-94	SUBSTRUCTURE REPAIR	3.921			CON		
WAYNE	REGIONWIDE		BEAUBIEN STREET OVER I-94	SUBSTRUCTURE REPAIR	3.921			CON		
WAYNE	REGIONWIDE		CHENE STREET OVER I-94	SUBSTRUCTURE REPAIR	3.921			CON		
WAYNE	REGIONWIDE		MOUNT ELLIOT STREET OVER I-94	SUBSTRUCTURE REPAIR	3.921			CON		
WAYNE	REGIONWIDE		M-53 (VAN DYKE STREET) OVER I-94	SUBSTRUCTURE REPAIR	3.921			CON		
WAYNE	REGIONWIDE		MCCLELLAN AVENUE OVER I-94	SUBSTRUCTURE REPAIR	3.921			CON		
WAYNE	REGIONWIDE		M-3 (GRATIOT) OVER I-94	SUBSTRUCTURE REPAIR	3.921			CON		
WAYNE	US-12 (Michigan Avenue)		GREENFIELD ROAD OVER US-12	SUPERSTRUCTURE REPLACEMENT	0.001	CON				
WAYNE	US-12 (Michigan Avenue)		ECORSE ROAD WB OVER US-12 EB	BRIDGE REPLACEMENT	0.150	CON				
WAYNE	US-12 (Michigan Avenue)		US-12 EB OVER ROUGE RIVER	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
WAYNE	US-12 (Michigan Avenue)		US-12 WB OVER ROUGE RIVER	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
WAYNE	US-12 (Michigan Avenue)		US-12 EB OVER M-39	OVERLAY - DEEP	0.000				CON	
WAYNE	US-12 (Michigan Avenue)		US-12 WB OVER M-39	OVERLAY - DEEP	0.000				CON	
WAYNE	US-24 (Telegraph Road)		US-24 OVER SILVER CREEK	BRIDGE REPLACEMENT	0.100	CON				
WAYNE	US-24 (Telegraph Road)		US-24 NB OVER MIDDLE ROUGE RIVER	SUPERSTRUCTURE REPLACEMENT	0.001	CON				

2006-2010 ROAD & BRIDGE PROGRAM

METRO **BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
WAYNE	US-24 (Telegraph Road)		US-24 SB OVER HINES DRIVE	WIDEN-MAINT LANES	0.001	CON				
WAYNE	US-24 (Telegraph Road)		US-24 NB OVER HINES DRIVE	DECK REPLACEMENT	0.001	CON				
WAYNE	US-24 (Telegraph Road)		US-24 OVER ROUGE RIVER	DECK REPLACEMENT	0.002	CON				
WAYNE	US-24 (Telegraph Road)		US-24 SB OVER MIDDLE ROUGE RIVER	SUPERSTRUCTURE REPLACEMENT	0.002	CON				
WAYNE	US-24 (Telegraph Road)		US-12 EB OVER US-24	SUBSTRUCTURE REPAIR	0.002	CON				
WAYNE	US-24 (Telegraph Road)		US-12 WB OVER US-24	SUBSTRUCTURE REPAIR	0.002	CON				
					8.556					

2006-2010 ROAD & BRIDGE PROGRAM

METRO REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
MACOMB	I-696 (W P Reuther Fwy)		M-97 TO I-94	RESTORATION AND REHABILITATION	2.740				CON	
MACOMB	I-94	PF	JOY TO M-29	RESURFACE	4.853		CON			
MACOMB	I-94	PF	MASONIC TO JOY	RESURFACE	6.830		CON			
MACOMB	M-29 (23 Mile Road)		I-94 TO BAKER	RECONSTRUCTION	2.740			CON		
MACOMB	M-3 NB (Gratiot Avenue)		REMICK TO SANDPIPER	RESURFACE	3.037		CON			
MACOMB	M-3 SB (South Gratiot Avenue)		WELLINGTON STREET TO SUNNYVIEW ROAD	RESURFACE	1.679		CON			
MACOMB	M-3 SB (Gratiot Avenue)		CLINTON TO SANDPIPER	RESURFACE	2.364		CON			
MACOMB	M-53 (Earle Memorial Highway)		34 MILE ROAD TO NORTH MACOMB COUNTY LINE	RECONSTRUCTION	4.436					CON
MACOMB	M-53 (VanDyke)		24 MILE ROAD TO 27 MILE ROAD	RESURFACE	3.268				CON	
MACOMB	M-53 (VanDyke)		18 MILE ROAD TO 24 MILE ROAD	RESURFACE	6.161				CON	
OAKLAND	I-696 (Reuther Freeway)		NOVI ROAD EASTERLY TO HALSTED ROAD	RESURFACE	2.835					CON
OAKLAND	M-1 (Woodward Avenue)	PF	BIG BEAVER TO AND INCLUDING THE WIDETRACK LOOP	RESURFACE	8.105		CON			
OAKLAND	M-1 (Woodward Avenue)		WINCHESTER TO ADAMS COURT/JEWELL	RESURFACE	0.960	CON				
OAKLAND	M-10 (Northwestern Highway)		LAHSER TO BECK	RECONSTRUCTION	2.901	CON				
OAKLAND	M-10 (Northwestern Highway)		LAHSER TO BECK AND I-696 AT FRANKLIN ROAD	MISCELLANEOUS	2.936	CON				
OAKLAND	M-10 (Northwestern Highway)	PF	M-39 TO LAHSER	RECONSTRUCTION	2.790		CON			
OAKLAND	M-10 (Northwestern Highway)		M-102 TO M-39	RECONSTRUCTION	1.746		CON			
OAKLAND	M-10 (Northwestern Highway)		LAHSER TO BECK AND I-696 AT FRANKLIN ROAD	TRAFFIC OPERATIONS OR SAFETY WORK	2.875	CON				
OAKLAND	M-10 (Northwestern Highway)		LAHSER TO BECK AND I-696 AT FRANKLIN ROAD	TRAFFIC OPERATIONS OR SAFETY WORK	2.819	CON				
OAKLAND	M-59		WIDETRACK TO OPDYKE	RESURFACE	2.090					CON
OAKLAND	M-59 (East Huron Street)		NB WIDE TRACK TO SB WIDE TRACK	RESURFACE	0.379		CON			
OAKLAND	US-24 (Telegraph Road)		NORTH OF 12 MILE ROAD TO WEST QUARTON ROAD	RESURFACE	3.897			CON		
OAKLAND	US-24 BR (Cass Avenue)		WOODWARD AVENUE TO CESAR CHAVEZ AVENUE	RESURFACE	1.183				CON	
OAKLAND	US-24 BR (Square Lake Road)		US-24 TO COLDSPRING	RESURFACE	1.333				CON	
ST. CLAIR	COUNTYWIDE		BLACK RIVER WATERSHED	MISCELLANEOUS	0.000	CON				
ST. CLAIR	I-69		TAYLOR TO RANGE ROAD	RESURFACE	4.001			CON		
ST. CLAIR	I-69		WEST OF M-19 TO THE BLUE WATER BRIDGE	MISCELLANEOUS	40.434	CON				
ST. CLAIR	I-94		ALLINGTON TO S/GRATIOT INTERCHANGE	RECONSTRUCTION	6.900				CON	
ST. CLAIR	I-94		COUNTY LINE ROAD TO NORTH OF ALLINGTON ROAD	RECONSTRUCTION	9.810					CON
ST. CLAIR	I-94		I-94 / I-94BL INTERCHANGE	ROADSIDE FACILITIES - PRESERVE	0.000	CON				
ST. CLAIR	I-94	PF	GRATIOT TO GTW RAILROAD	RESTORATION AND REHABILITATION	4.216	CON				
ST. CLAIR	I-94 BL (Gratiot Avenue)		I-94/I-94 BL INTERCHANGE TO RANGE ROAD	RECONSTRUCTION	0.420	CON				
ST. CLAIR	I-94 BL		SOUTHWEST OF I-94 / I-94BL INTERSECTION	MISCELLANEOUS	0.007	CON				
ST. CLAIR	I-94 EB		ADAIR REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000	CON				
ST. CLAIR	M-136 (Glyshaw / Beard)		KINGSLEY TO KEEWAHDIN	RESURFACE	6.203		CON			
ST. CLAIR	M-154		SOUTH CHANNEL ROAD TO BATES HIGHWAY	RESURFACE	2.578		CON			
ST. CLAIR	M-19 (Avoca Road)		KILGORE TO M-19 THEN TO SOUTH CITY LIMITS OF YALE	RESURFACE	10.181			CON		
WAYNE	I-275		WESTLAND REST AREA	ROADSIDE FACILITIES - PRESERVE	0.942				CON	
WAYNE	I-75		SOUTH WAYNE COUNTY LINE TO GIBRALTER	RECONSTRUCTION	2.565				CON	
WAYNE	I-75	JT	GIBRALTER TO TOLEDO DIX	RECONSTRUCTION	4.204	CON				
WAYNE	I-94 (Detroit Industrial Expressway)		AT US-24	MISCELLANEOUS	1.548	CON				

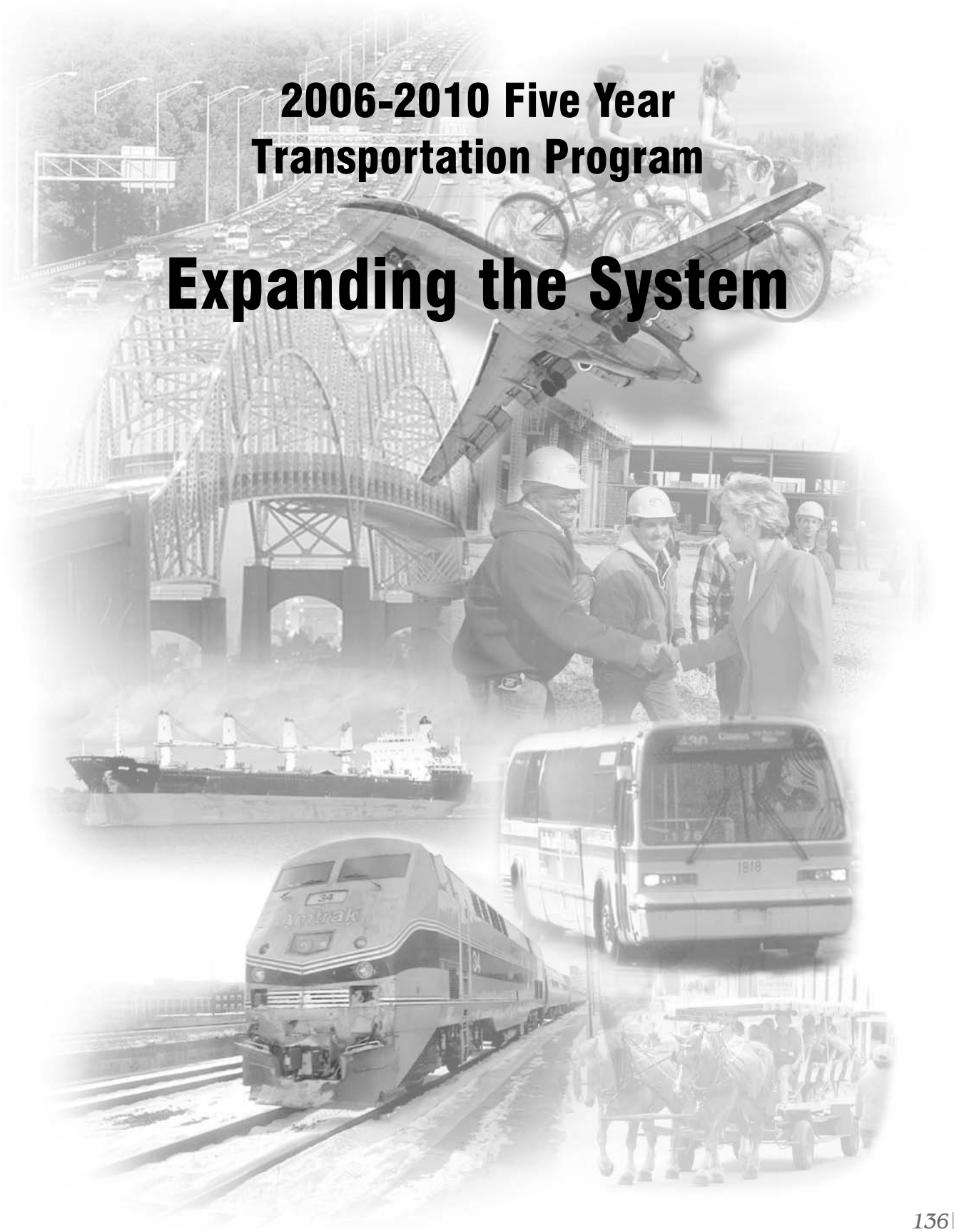
2006-2010 ROAD & BRIDGE PROGRAM

METRO **REPAIR AND REBUILD ROADS**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
WAYNE	I-94 WB		AT THE BELLEVILLE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.447	CON				
WAYNE	I-96 (Jeffries Freeway)		I-75 TO WARREN AVENUE	RECONSTRUCTION	1.040	CON				
WAYNE	M-1 (Woodward Avenue)		I-94 TO SOUTH OF ADAMS	RESURFACE	2.069			CON		
WAYNE	M-1 (Woodward Avenue)		TUXEDO TO I-94	RESURFACE	2.321				CON	
WAYNE	M-10 (W M 10)		GREENFIELD TO LIVERNOIS	RESTORATION AND REHABILITATION	8.800		CON			
WAYNE	M-10 (Lodge Freeway)		LIVERNOIS TO M-8 (DAVISON FREEWAY)	RESTORATION AND REHABILITATION	1.746		CON			
WAYNE	M-10 (Lodge Freeway)		M-8 (DAVISON FREEWAY) TO I-94	RESTORATION AND REHABILITATION	2.805		CON			
WAYNE	M-14 (M-14)		HAGGERTY ROAD TO SHELDON ROAD	RESTORATION AND REHABILITATION	1.832	CON				
WAYNE	M-14		WEST WAYNE COUNTY LINE TO SHELDON	RECONSTRUCTION	3.878	CON				
WAYNE	M-14		WEST COUNTY LINE TO SHELDON	TRAFFIC OPERATIONS OR SAFETY WORK	3.858	CON				
WAYNE	M-14		WEST WAYNE COUNTY LINE TO SHELDON	TRAFFIC OPERATIONS OR SAFETY WORK	3.858	CON				
WAYNE	M-153 (Ford Road)		MERCURY TO US-12	RECONSTRUCTION	2.550	CON				
WAYNE	M-153 (Ford Road)		VENOY ROAD TO ARCOLA AVENUE	RESURFACE	2.673					CON
WAYNE	M-39 (Southfield Road)		PORTER TO PINECREST	RECONSTRUCTION	1.742				CON	
WAYNE	M-39 (Southfield Freeway)		MC NICHOLS TO M-10	RESURFACE	3.221				CON	
WAYNE	M-8 (Davison Avenue)		OAKLAND AVENUE TO CONANT	RESURFACE	1.432				CON	
WAYNE	M-85 (Fort Street)	PF	SIBLEY TO GODDARD	RECONSTRUCTION	3.870	CON				
WAYNE	M-85 (Fort Street)		I-75/SCHAEFER TO CLARK	RECONSTRUCTION	4.566			CON		
WAYNE	US-12 (Michigan Avenue)		HOWE TO HEYWOOD	RECONSTRUCTION	1.031	CON				
WAYNE	US-12 (Michigan Avenue)		OUTER DRIVE TO WEST OF EVERGREEN	RESTORATION AND REHABILITATION	2.029				CON	
WAYNE	US-12 (Michigan Avenue)		LIVERNOIS TO 28TH STREET	RECONSTRUCTION	0.835					CON
WAYNE	US-12 (Michigan Avenue)		DOWNTOWN DEARBORN	MISCELLANEOUS	1.091	CON				
WAYNE	US-24 (Telegraph Rd)		VREELAND TO WEST ROAD	MAJOR WIDENING	2.210			CON		
WAYNE	US-24 (Telegraph Road)		FORDSON TO M-153	RESURFACE	1.361	CON				
WAYNE	US-24 (Telegraph Road)		M-153 TO JOY	RESURFACE	2.159	CON				
					232.390					

2006-2010 Five Year Transportation Program

Expanding the System



Highway Capacity Improvements and New Roads

2006-2010

Five Year Transportation Program

The following section identifies the highway capacity improvement and new roads projects that have been part of MDOT's regular program, received funding from the Jobs Today Initiative or received an earmark from the SAFETEA-LU transportation reauthorization bill. All projects listed have been developed in accordance with the department's five year transportation program development process and are listed by region.

For those projects that received a SAFETEA-LU earmark and are new to MDOT's program, the department will work with its transportation stakeholders to develop strategies to implement these earmarks consistent with the description contained within the bill.

Superior Region

The Superior Region continues to experience growth in its successful year-round tourism industry and the relocation of Midwestern retirees heading to the Upper Peninsula. The very successful passing relief lane program will be continued to further increase passing opportunities associated with trucks and recreational vehicles. The region is planning to construct an additional 15 miles of passing relief lanes throughout the next three years.

Major Roadway Improvements

M-64 Bridge over the Ontonagon River

A re-located fixed-bridge on a new alignment is under construction to replace the existing swing-bridge. 2005 activities include the construction of all piers and abutments, including the installation of over half of the main support beams. Railroad tracks and utilities have been relocated concurrently with the construction of the new roadway.

2006 activities will include: completing the wetland mitigation requirements, removing the old swing-bridge, and upgrading the "old M-64" prior to transferring it to the village of Ontonagon. Context Sensitive Design elements for this project include textured simulated stone (stamped concrete), the installation of historic lighting, a non-motorized pathway, and numerous tree plantings. The new bridge is scheduled for a 2006 Labor Day opening.

I-75 from M-134 to the north Mackinac County line, Mackinac County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to rehabilitate approximately nine miles of I-75 from M-134 to the north Mackinac County line in 2006. This earmark will allow the department to extend the fix-life of this improvement from 12 years to 20 years.

North Region

The North Region continues to provide quality transportation services for Michigan's highly successful year-round tourism industry. Preservation of the existing system remains a high priority. The effective passing relief lane program will be continued with 20 miles of passing relief lanes planned through 2008.

MDOT continues a strategy to address operational issues and remove congestion points, wherever possible, to ensure the smooth flow of traffic. The department also continues to address recreational and daily congestion problems in specific locations such as Alpena, Cadillac, Gaylord, Grayling, Petoskey and Traverse City.

Major Roadway Improvements

M-72 from US-31 to Lautner Road, Grand Traverse County

A preliminary traffic impact and a geometric design study were recently completed for this segment of M-72 in Grand Traverse County. The purpose of the study was to determine future traffic volumes and evaluate design options to accommodate the high volume of left turns at the M-72/US-31 intersection.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark contained within SAFETEA-LU for this project will be used to implement operational improvements at the intersection of M-72 and US-31 in 2007.

M-55 Passing Relief Lanes between M-37 and M-115, Wexford County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to design and construct a 2.9 mile passing relief project along M-55 in Wexford County. Construction is anticipated to begin in 2007.

US-131 Manistee River bridge widening, Wexford County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to complete environmental clearance and design activities associated with replacing and widening the US-131 bridge over the Manistee River to match the cross-sections north and south of the existing bridge.

US-31 from Manistee Bascule Bridge to Lincoln Street, Manistee

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to implement operational improvements identified as part of a recently completed access management study along US-31.

M-168 reconstruction, Village of Elberta

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to reconstruct M-168. Construction is anticipated to occur in 2010.

Petoskey Transportation Needs Study, Emmet County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. This earmark was a re-designation of a TEA-21 High Priority earmark. A portion of this earmark will initially be used by the Northwest Michigan Council of Government to conduct a transportation needs study of the Petoskey area.

Grayling Transportation Needs Study, Crawford County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. This earmark was a re-designation of a TEA-21 High Priority earmark. This earmark will initially be used by the Northeast Michigan Council of Governments to complete a transportation needs study in Grayling.

US-131, Manton Bypass Landscaping, Wexford County

This project will complete the bypass by providing landscaping to the new US-131/M-42 interchange in Manton. The funding for this improvement will come from a prior TEA 21 earmark. Construction can begin in the spring of 2006.

2006-2010 ROAD & BRIDGE PROGRAM

NORTH **CAPACITY IMPROVEMENT**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
GRAND TRAVERSE	M-72		US-31 TO EAST OF LAUTNER ROAD	STUDIES		EPE				
					0.000					

2006-2010 ROAD & BRIDGE PROGRAM

NORTH **NEW ROADS (CAPACITY EXPANSION)**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
WEXFORD	US-131		US-131/ M-42 INTERCHANGE	LANDSCAPING NEW FACILITY - NEW ROUTE	5.400	CON	CON			
					5.400					

Grand Region

The Grand Region continues to experience significant growth and economic expansion which has resulted in increased traffic growth across the region. Through the implementation of the following capacity increase projects, the department will continue to address capacity increase and operational issues in order to remove congestion points as well as provide improved access to support the economic growth occurring across the region.

Major Road Improvements

I-196 / Chicago Drive (Baldwin St.), Interchange Modification, Kent and Ottawa Counties

The environmental clearance process to evaluate improvement alternatives to I-196 for this interchange has been initiated and is planned for completion in early 2006. The design will begin immediately following the environmental clearance.

The I-196/Chicago Drive interchange modification project will utilize both Jobs Today Initiative funding as well as multiple SAFETEA-LU earmarks to construct this project in Georgetown Township and the city of Grandville. Jobs Today Initiative funds, earmarked funds, and a local agency contribution will be used to complete right-of-way acquisition and construction activities. Construction is anticipated to begin in 2007.

US-131 BR / Michigan Street Improvements, Grand Rapids

Funding from the Jobs Today Initiative will be used to construct operational improvements on US-131 BR (Division Avenue) and lengthen and widen the Michigan Street bridge over US-131 BR in downtown Grand Rapids. These improvements will support approximately 2,150 new jobs in the medical sciences associated with the life science corridor medical facility developments currently under construction in Grand Rapids.

I-96 / 36th Street Interchange (I-96 Airport Area Access), Kent County

This new interchange will connect I-96 to the 36th Street extension in Kent County near the Gerald R. Ford International Airport. This project also includes the reconstruction of I-96 between M-11 (28th street) and Thornapple River Drive. Freeway reconstruction and interchange construction activities are ongoing and are expected to be completed in 2006. Construction of 36th Street extension by the Kent County Road Commission is underway. These projects will improve access to employment centers in this area, and relieve congestion at the I-96/M-11(28th Street)/Patterson Avenue intersection area.

US-31, Holland to Grand Haven, Ottawa County

A re-evaluation of the Draft Environmental Impact Statement (EIS) is underway and the final environmental clearance is expected to be completed in 2006. A land use study of Ottawa County will be included as a part of the Final EIS document to highlight the opportunity for local land use coordination which could help manage current and projected growth in the county along the corridor.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. Once the environmental clearance phase has been completed the earmark received for this project will be used to begin design and acquire right-of-way for a strategic section of the preferred alternative.

I-196 / I-96 Corridor Improvements, Grand Rapids, Kent County

Environmental clearance activities for the I-196/I-96 corridor, including I-196 from US-131 to I-96, I-96 from Leonard Street to Cascade Road, and M-37/M-44 (East Beltline) from M-21 to Knapp Street, in the city of Grand Rapids and Grand Rapids Township, are underway. These activities began in 2004 and will be used in decisions regarding corridor preservation projects and freeway modernization activities. The Federal Highway Administration issued a Finding of No Significant Impact in December 2005. This corridor also provides access to the developing Life Sciences Corridor in downtown Grand Rapids.

44th Street and US-131 Interchange Improvement, Grand Rapids

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. MDOT and the City of Wyoming have been working together for several years to develop improvement plans for this interchange. MDOT will use a portion of this SAFETEA-LU earmark to meet a prior commitment at the 44th Street bridge. The remainder of the earmark will be provided to the City of Wyoming to assist in the funding of the interchange improvement. Any remaining project costs will be the responsibility of the City of Wyoming.

US-31 / M-46 Transportation System Alternatives Study, Muskegon County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. MDOT will coordinate with our transportation stakeholders in Muskegon to develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU.

I-96 / US-31 - Sternberg area Interchange Study, Muskegon County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. MDOT will coordinate with our transportation stakeholders in the greater Muskegon area to develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU.

2006-2010 ROAD & BRIDGE PROGRAM

GRAND CAPACITY IMPROVEMENT

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
KENT	I-196 (Gerald R Ford Freeway)		AT CHICAGO DRIVE INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING		EPE				
KENT	I-196 (Gerald R Ford Freeway)	JT	AT CHICAGO DRIVE INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING	2.000		CON	CON	CON	
KENT	I-196 (Gerald R Ford Freeway)	JT	AT CHICAGO DRIVE INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING			ROW			
KENT	I-196 (Gerald R Ford Freeway)		AT CHICAGO DRIVE INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING		PE	PE			
KENT	I-196 (Gerald R Ford Freeway)		I196:US131-I96;I96:LEONARD-CASCADE;M44:M21-KNAPP	STUDIES		EPE				
KENT	I-96		AT 36TH STREET	NEW INTERCHANGE-EXISTING ROUTE	1.879	CON				
KENT	US-131		UNDER 44TH STREET	MISCELLANEOUS REPLACE	0.000			CON	CON	CON
KENT	US-131		UNDER 44TH STREET	MISCELLANEOUS REPLACE		ROW	ROW			
KENT	US-131		UNDER 44TH STREET	MISCELLANEOUS REPLACE		PE	PE	PE		
					3.879					

2006-2010 ROAD & BRIDGE PROGRAM

GRAND **NEW ROADS (CAPACITY EXPANSION)**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
OTTAWA	US-31		I-196 TO I-96	STUDIES		EPE				
					0.000					

Bay Region

The Bay Region's priority is to continue to provide transportation services to the region's agricultural industry. By doing so, the region's status is preserved as a leading producer of sugar beets and worldwide exporter of beans. The highways of the Bay Region also serve the Flint, Saginaw, Bay City and Midland industrial centers and serve as primary routes for tourism as well as international trade corridors.

Major Road Improvements

M-24 / I-69 to Pratt Road, Lapeer County

This project will widen M-24 from a two-lane road to a four-lane boulevard, from I-69 in Lapeer Township to Pratt Road in Metamora Township. This project will improve safety and reduce congestion in the M-24 corridor. Environmental clearance has been completed. In 2004, Lapeer and Metamora Townships adopted an access management plan which will enable implementation of the improvements identified in the Final Environmental Impact Statement (FEIS), and help maintain efficient future operations along the segment from I-69 to Pratt Road. Design and right of way acquisition was completed in 2005.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. This project will utilize both Jobs Today Initiative funds and the SAFETEA-LU earmark to construct the proposed improvements.

M-24 / Pratt Road to south Lapeer County Line, Lapeer County

This project is a reconstruction and widening of M-24 from a two-lane road to a four-lane boulevard, from Pratt Road to Bauer Road in southern Lapeer County. Design was completed for this project in 2005, with right of way and construction phases deferred pending reasonable assurance of achieving and sustaining system condition goals, and identification of additional funding**.** An access management study was conducted in 2004 and adopted by the two townships along the corridor. The access management plan is a precursor to implementing the improvements identified in the environmental document, as well as maintaining efficient future operations along the segment from I-69 to Pratt Road.

I-675 at M-13, City of Saginaw, Saginaw County

This project received multiple earmarks within SAFETEA-LU. These earmarks will initially be used to complete the federally required interstate access modification/ justification study to assess whether a direct interchange ramp can be constructed from I-675 to M-13 in Saginaw. In 2006, MDOT will complete an "Interstate Highway Break-in-Access Justification Report" for submission to the Federal Highway Administration (FHWA).

US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties

The next step for the project is the re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans. Final design activities and the acquisition of the remaining right-of-way have been in deferred status. No construction funds have been identified and no construction dates have been targeted. The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark received for the US-127 corridor from St. Johns to Ithaca will be used for right-of-way acquisition consistent with on-going design along the US-127 corridor. MDOT will be unable to spend any funds to advance this project during 2006, unless the Legislature passes a supplemental appropriations bill that restores MDOT funding cuts and vetoed road funding without special interest earmarking. If such such changes are made, investment in this project can resume in 2006.

M-84 / Pierce Road in Saginaw County to Delta Road in Bay County

This project consists of reconstruction and widening of M-84 from a two-lane road to four-lane boulevard from Pierce Road in Saginaw County to Delta Road in Bay County. Construction began in September 2003 and northbound lanes were completed in 2004. Construction of the southbound lanes was completed in November 2005.

M-84 / Delta Road to Euclid Avenue in Bay County

This project includes the reconstruction of the existing two-lane road as a combination five-lane and three-lane cross section, from Delta Road to M-13 (Euclid Avenue) in Bay City. This project has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. MDOT has secured the right-of-way for future construction.

M-13 Washington Avenue Streetscape Project, Saginaw County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. This earmark will be used to design and construct this streetscape project along M-13 in the city of Saginaw.

US-127 BR/Isabella Road extension, Mount Pleasant

Funding from the Jobs Today Initiative will be provided to improve access to US-127 and the US-127 BR by extending Isabella Road and relieving congestion on Mission Street.

M-15 between I-75 and I-69, Oakland and Genesee Counties

Environmental studies have been completed for a future widening of M-15 in northern Oakland County and eastern Genesee County. An access management study was completed in 2005. Funding for additional project phases has not been identified.

2006-2010 ROAD & BRIDGE PROGRAM

BAY CAPACITY IMPROVEMENT

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
SAGINAW	I-675		AT M-13	NEW INTERCHANGE-EXISTING ROUTE		EPE				
LAPEER	M-24 (South Lapeer Road)	JT	PRATT ROAD TO SOUTH OF I-69	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	4.894	CON	CON	CON		
LAPEER	M-24 (South Lapeer Road)		PRATT ROAD TO SOUTH OF I-69	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW			
BAY	M-84 (Westside Saginaw Road)		NORTH DELTA ROAD TO EUCLID AVENUE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW				
					4.894					

2006-2010 ROAD & BRIDGE PROGRAM

BAY NEW ROADS (CAPACITY EXPANSION)

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
GRATIOT	US-127		NORTH OF ST. JOHNS TO ITHACA	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M			ROW			
					0.000					

Southwest Region

The Southwest Region is home to many industries, particularly those supporting automobile and aerospace manufacturing and medical/pharmaceutical industries. Tourism and fruit growing are also significant industries in southwest Michigan. The department will continue to address capacity increase and operational issues in order to remove congestion points as well as provide improved access to support the economic growth occurring across the region.

Major Road Improvements

I-94, US-131 to Sprinkle Road, Kalamazoo County

The I-94 corridor is a significant east-west trade corridor for Michigan and the nation. Environmental clearance and the design phase to reconstruct and widen I-94 through Kalamazoo was completed in 2004.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided multiple earmarks for this project. These earmarks will be used to reconstruct and widen I-94 from US-131 to Oakland Drive, including the I-94/US-131 interchange. Construction is anticipated to begin in 2006. The remaining segments will be constructed as funding becomes available.

I-94 Business Loop, Battle Creek, Calhoun County

Proposed improvements to I-94 BL include the widening of Dickman Road (relocated I-94 BL) to five lanes from I-194 to Main Street and to three lanes between Main Street and Elm Street. The intersection of Elm Street (relocated I-94BL) and Michigan Avenue would receive minor geometric improvements as part of this plan.

Design activities for this project will resume in 2006 as part of the Jobs Today Initiative for this project. Jobs Today funding will also be used to complete the right of way acquisition and construction phases. Construction is anticipated to begin in 2008.

US-31, Napier Road to I-94 / I-196, Berrien County

The final segment of this new limited access freeway received environmental clearance from the Federal Highway Administration in 2004. The design phase is underway and will be completed in 2006. Partial right of way acquisition is also ongoing.

The construction phase and any remaining right of way acquisitions are deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. Napier Avenue, the temporary connection between US-31 and I-94, is adequately handling current traffic demands.

US-131, State Line to North of Three Rivers, St. Joseph County

Environmental clearance activities for US-131 improvements in St. Joseph County are continuing. The Department is currently evaluating numerous comments received regarding the initial announcement of the selection of the No-Build Alternative in October 2005. In addition, there are operational issues and previous commitments that need to be considered in the final recommendation. The comments, issues, and commitments will be addressed within the final recommended alternative to be submitted to FHWA in early 2006.

2006-2010 ROAD & BRIDGE PROGRAM

SOUTHWEST **CAPACITY IMPROVEMENT**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF US-131	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	2.610	CON	CON	CON	CON	CON
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF US-131	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE				
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE	SUPERSTRUCTURE REPLACEMENT	2.610	CON	CON			
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE	SUPERSTRUCTURE REPLACEMENT		SUB				
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE	SUPERSTRUCTURE REPLACEMENT	2.610	CON	CON			
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE	SUPERSTRUCTURE REPLACEMENT		SUB				
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0.076			CON		
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW	ROW		
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE	PE			
					7.906					

2006-2010 ROAD & BRIDGE PROGRAM

SOUTHWEST NEW ROADS (CAPACITY EXPANSION)

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
BERRIEN	I-94		BRITAIN AVENUE TO I-196	NEW ROUTES		PE				
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION OF EXISTING ROUTE		EPE				
BERRIEN	US-31 REL		NORTH OF NAPIER ROAD TO I-94	RELOCATION OF EXISTING ROUTE		ROW	ROW			
BERRIEN	US-31 REL		NORTH OF NAPIER ROAD TO I-94	RELOCATION OF EXISTING ROUTE		PE				
					0.000					

University Region

The University Region serves 10 counties in the heart of south-central Michigan including Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee and Washtenaw. The University Region's central location makes it the "crossroads" of the Lower Peninsula, with six major freeway corridors (I-69, I-75, I-94, I96, US-23 and US-127) passing through the region as part of the national network of highways supporting commerce and international trade. The department will continue to address capacity increase and operational issues in order to remove congestion points as well as provide improved access to support the economic growth occurring across the region.

Capacity Improvements and New Roads

M-59 / I-96 to Michigan Ave., Livingston County

Environmental clearance to widen this segment of M-59 to a four-lane boulevard was completed in 2005. The Jobs Today Initiative has provided funding for the construction of the segment from east of I-96 to Michigan Avenue in Howell. Construction is anticipated to begin in 2007.

M-59 / Michigan Ave. to Old US-23 (Whitmore Lake Road), Livingston County

Environmental clearance for this segment of M-59 was completed in 2005. MDOT will continue with the design phase and right-of-way acquisition. Right-of-way preservation has been ongoing for several years in this rapidly developing corridor. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-94 / Baker Road, Washtenaw County

This project involves the reconstruction of the existing interchange and the addition of new ramps in response to traffic congestion at this interchange. Heavy truck traffic combined with recent growth in the area generated the need for this project. The environmental clearance and design phases, and most of the right-of-way acquisition work (provided by the Scio Township Downtown Development Authority) for this project have been completed.

Funding to construct this improvement has been provided by the Jobs Today Initiative. Construction is anticipated to begin in 2006.

I-94 / from M-60 to Sargent Road, Jackson County

Environmental clearance for this segment of I-94 is expected to be completed in 2006. The recommended alternative will establish a corridor improvement strategy for modernizing and ultimately widening the I-94 freeway through the urban area.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to advance priority improvements identified in the I-94 Modernization Study once environmental clearance has been obtained. No additional funding has been identified to undertake recommended improvements.

US-12 / Saline East City Limits to Munger Road, Washtenaw County

US-12 is predominantly two-lanes in this location and congestion is increasing due to development in south-central Washtenaw County. MDOT completed an environmental assessment, which identified a preferred alternative. The proposed improvement is a combination of a four-lane boulevard and a five-lane roadway along the current US-12 alignment.

In late 2004, FHWA issued a Finding of No Significant Impact (FONSI) for MDOT's recommended alternative. MDOT will continue working on plans for the required wetland mitigation for this project. No further funding has been identified for future phases of this project.

US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties

The next step for the project is the re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans. Final design activities and the acquisition of the remaining right-of-way have been in deferred status. No construction funds have been identified and no construction dates have been targeted. The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark received for the US-127 corridor from St. Johns to Ithaca will be used for right-of-way acquisition consistent with on-going design along the US-127 corridor. MDOT will be unable to spend any funds to advance this project during 2006, unless the Legislature passes a supplemental appropriations bill that restores MDOT funding cuts and vetoed road funding without special interest earmarking. If such changes are made, investment in this project can resume in 2006.

US-23 / M-14 to I-96, Washtenaw and Livingston Counties

In late 2002, the department initiated a study of the US-23 corridor between I-96 and Ann Arbor. Environmental clearance activities were subsequently deferred in 2003. When re-initiated, the study will examine existing conditions and future needs within the corridor. The completion of environmental clearance and design will take place in a future Five Year Transportation Program.

I-96 / Latson Road Interchange, Livingston County

The environmental clearance and design phases have been completed. The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project is planned to be used to construct a new Latson Road bridge over I-96 once the needed right-of-way has been provided from local sources.

MDOT will be unable to spend any funds to advance this project during 2006, unless the Legislature passes a supplemental appropriations bill that restores MDOT funding cuts and vetoed road funding without special interest earmarking. If such changes are made, investment in this project can resume in 2006.

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY **CAPACITY IMPROVEMENT**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
WASHTENAW	I-94	JT	BAKER ROAD, WEST OF ANN ARBOR	INTERCHANGE REDESIGN & UPGRADING	0.500	CON	CON	CON		
JACKSON	I-94		M-60 TO SARGENT ROAD	ADD 1+ LANE 0.5 MI LONG		EPE				
LIVINGSTON	M-59 (West Highland Road)	JT	EAST OF I-96 TO EAST OF MICHIGAN AVENUE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	3.650		CON	CON	CON	CON
LIVINGSTON	M-59 (West Highland Road)		EAST OF I-96 TO EAST OF MICHIGAN AVENUE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE				
LIVINGSTON	M-59 (Highland Road)		MICHIGAN AVENUE TO WHITMORE LAKE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW			
LIVINGSTON	M-59 (Highland Road)		MICHIGAN AVENUE TO WHITMORE LAKE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE	PE			
					4.150					

Metro Region

The Metro Region serves four counties in southeastern Michigan: Wayne, Oakland, Macomb and St. Clair. These four counties encompass 161 cities and townships that are served by state trunklines. The state's largest population and the oldest and busiest freeways are within the Metro Region. Forty-three percent of the Vehicle Miles Traveled (VMT) on Michigan's freeway system occurs in this region. Since the Metro Region has the largest population concentration in the state, much of the land is being developed or re-developed at a rapid pace to accommodate growth. This includes increasing densities of land use adjacent to existing freeway rights of way. Widening of existing freeway right-of-way to increase capacity is becoming increasingly difficult without costly residential or commercial displacements. The department must be able to consider alternatives to address congestion to meet long-term demand and move people and commerce safely and efficiently.

The Metro Region is unique in that although it is composed of only four counties, it is the home to five international border crossings. These include the three roadway crossings of the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron and the Detroit-Windsor tunnel in Detroit. The Ambassador Bridge is the busiest commercial border crossing in North America, the Blue Water Bridge is the second busiest commercial crossing in North America and the Detroit-Windsor Tunnel is the second busiest passenger crossing on the United States-Canada border. There are also two rail tunnels in the region, the Port Huron- Sarnia rail tunnel and the Detroit-Windsor rail tunnel.

MDOT will continue to improve international border crossings in the region to facilitate the flow of trade across the Canadian border and bordering states.

Major Road Improvements

I-96 / Wixom Road, Wixom, Oakland County

This project was developed in conjunction with the I-96/Beck Road project. This interchange will be reconstructed with a Single Point Urban Interchange (SPUI) design. The existing interchange is congested due to growth in the area. Environmental clearance for this project has been completed. The department is working with the local communities and developers regarding right-of way donations.

Funding from the Jobs Today Initiative and a SAFETEA-LU earmark will be used to improve the I-96 / Wixom Road interchange. These improvements will reduce congestion and improve access to the Cities of Wixom and Novi. These funds will be used to complete design, acquire a portion of the right-of-way and construct the proposed interchange improvements.

Design work on this project will resume in 2006, if the legislature passes a supplemental appropriations bill that restores MDOT funding cuts and vetoed road funding without special interest earmarking. If such changes are made, investment in this project can resume in 2006.

I-696 / Franklin Road, Southfield, Oakland County

This project will modify the existing interchange at I-696/US-24/M-10 and add two new ramps at Franklin Road to improve access to the area. Environmental clearance activities were completed in 2005. Design activities and right-of-way acquisition for this project were completed by the city of Southfield. This project includes several locally funded components. One component of this project was the relocation of Franklin Road. The relocation was completed in 2003 and was funded locally.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for the completion of this project. This earmarked funding will be used to modify access to I-696 by adding a new access point at Franklin Road. Construction is scheduled for 2006.

I-94 / East of I-96 to east of Conner Avenue, Detroit, Wayne County

This project would rehabilitate a seven-mile segment of I-94, including reconstruction of the I-94 interchanges with I-75 and M-10, and 67 bridges. The Final Environmental Impact Statement (FEIS) was approved by the Federal Highway Administration in December of 2004. An Engineering Report is scheduled to be completed by the end of 2006.

Design has been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-75 / I-96 / Ambassador Bridge Gateway, Detroit, Wayne County

The Ambassador Bridge handles the largest volume of international freight of any border crossing in North America. This project will reconstruct I-75 and I-96 from south of West Grand Boulevard to just north of Michigan Avenue, in the city of Detroit, and provide new direct access ramps from the Ambassador Bridge to I-75 and I-96. Environmental clearance for the project was obtained in 1997.

Construction has been completed on the first two phases of the project, involving road and bridge elements. The third phase that includes a new eastbound I-96 service drive from Michigan Avenue (US-12) southerly to Vernor Highway is currently under construction and will be completed in 2006. Construction on the remaining phase, which includes construction of the mainline freeway and direct plaza access ramps, will begin in 2006.

These phases will also include construction of a signature pedestrian bridge connecting East and West Mexicantown across I-75/I-96, along with extensive landscaping and architectural treatments as part of the context sensitive design. Construction is scheduled to be completed in 2008.

I-375 / East Detroit Riverfront Access, Detroit, Wayne County

The environmental clearance for a new interchange connecting I-375 to the East Riverfront Area has been completed. The new interchange will improve access between the interstate system and the area just east of General Motor's World Headquarters in the Renaissance Center.

Final design was completed in 2005. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

US-24, Brownstown Township, Wayne County

US-24 between Vreeland Road and West Road is proposed to be reconstructed with safety improvements. Environmental clearance is expected to continue with design and right-of-way acquisition activities to follow. Construction activities are anticipated to begin in 2008 with approved environmental clearance and certified right-of-way.

M-59 / Crooks Road, Rochester Hills, Oakland County

Design is being completed for reconstruction of the M-59/Crooks Road interchange. The existing two-lane bridge is proposed to be replaced with a dual span six-lane bridge to match the new cross section proposed for Crooks Road. In addition, two new loop ramps will be constructed to alleviate congestion caused by left turns to ramps onto M-59. Design is expected to be completed in 2006. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-59 / Crooks Road to Ryan Road, Oakland and Macomb Counties

The environmental clearance phase for widening M-59 from a four-lane to a six-lane freeway from Crooks Road to Ryan has been completed. Design and construction activities have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-75 / M-59 Interchange, Oakland County

Environmental clearance has been completed. Initial design activities to determine specific right-of-way requirements were completed in early 2005. Right-of-way required in the southeast quadrant has previously been acquired. The remainder of the design phase of the project has been deferred pending reasonable assurance of

achieving and sustaining system condition goals and the identification of additional funding. Funding for the completion of right-of-way acquisition and construction has not been identified.

The Northwestern Connector, Oakland County

In 2006, MDOT and the Road Commission for Oakland County (RCOC) will continue work to improve connections between M-10 (Northwestern Highway) and M-5 (the Haggerty Connector). The project will rebuild one mile of Orchard Lake Road as a six-lane boulevard with three modern roundabout intersections, realign 14 Mile Road east of Northwestern highway, and construct a series of six additional modern roundabouts along 14 Mile Road and Maple Road. Environmental clearance for this project was completed in November 2002. Design work began in 2003 and will continue in 2006. The RCOC is acquiring right-of-way.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to construct roundabouts at the intersections of Maple/Drake, Maple/Farmington, and Farmington/14 Mile Roads. Construction is scheduled to begin 2006.

I-75 / 8 Mile Road to M-59, Oakland County

Environmental clearance activities for the widening of this segment of I-75 in Oakland County were completed in early 2005. This project will add an additional directional lane to I-75 that will operate as a High Occupancy Vehicle (HOV) lane during the peak hours and a general purpose lane during the remaining hours. Access from I-696 to northbound I-75 will be modified to improve traffic flow and safety.

This project also includes the reconstruction of the 12 Mile and 14 Mile Road interchanges and improvements to the storm water system throughout the corridor. Design activities have been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-75 / Crooks Road, Troy, Oakland County

This project was originally proposed to reconstruct the existing interchange and provide additional ramps at Long Lake Road. As a result of a request from the city of Troy, we are reducing the scale of this project to only examining alternatives that improve the operation of the existing interchange.

I-75 / South of Chrysler Dr. to M-24, Auburn Hills, Oakland County

The project will add collector-distributor roads adjacent to I-75, and reconstruct and modify the I-75/University Drive interchange. Environmental clearance is currently

being re-evaluated since the original clearance was completed in 1987. Some right-of-way has been acquired, but the remainder of right-of-way acquisition is deferred. No funds have been identified to construct the project.

M-59 / Adams Road, Auburn Hills and Rochester Hills, Oakland County

The relocation of the M-59/Adams Road interchange was required to provide proper spacing between this interchange and the new interchange at M-59/Squirrel Road that was constructed to improve access to this area of Oakland County. This project is being constructed in three phases. Construction of phases one and two of this project was initiated in 2004, and the interchange was opened to traffic in 2005. Phase three, which includes two ramps for future traffic growth, is deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-15 / between I-75 and I-69, Oakland and Genesee Counties

Environmental studies are complete for a future widening of M-15 in northern Oakland County and eastern Genesee County. An access management study was completed in 2005. Funding for additional project phases has not been identified.

The I-94 Bridge over Black River, St. Clair County

The I-94 Bridge over Black River, built in 1950, is obsolete and inadequate to meet the demands of increasing traffic. Replacement is needed to provide a modern structure which will meet current and future traffic requirements.

MDOT completed a deck overlay in 2002 to extend the life of the bridge, and began design work for a replacement bridge, but the planning effort was placed on hold pending a decision on the preferred design of the adjacent Blue Water Plaza. Because of the scale of proposed plaza improvements and the condition of the Black River bridge, discussions are underway to determine whether the Black River Bridge project should proceed as a separate project or as part of Blue Water Plaza reconstruction.

The Blue Water Bridge Plaza Study, St. Clair County

U.S. and Canadian partners, including MDOT, the Department of Homeland Security, and the General Services Administration, are evaluating options to accommodate inspection and toll collection activities on the U.S. side of the Blue Water Bridge through the year 2030. Rapidly increasing commercial traffic and increased border inspection and security requirements necessitated this cooperative effort. Practical alternatives now under evaluation include at-grade or off-site plaza layouts and related road improvements. MDOT expects to complete an environmental impact statement for a preferred alternative in Fiscal Year 2007.

The Blue Water Bridge Plaza Improvement project received multiple earmarks including a Project of National and Regional Significance earmark within SAFETEA-LU.

With approval from the Federal Highway Administration, MDOT will use these earmarks to aquire right- of- way in 2006 and 2007, for strategic parcels and intiate prelimary engineering work in 2007, prior to final approval of the Record of Decision.

Detroit Intermodal Freight Terminal (DIFT), Wayne County

This is a project to develop a regional freight terminal complex to serve shippers and industries in Southeastern Michigan. Presently the six intermodal facilities in Southeast Michigan are scattered over many locations, and are inadequate to accommodate growing demand.

The Detroit Intermodal Freight Terminal (DIFT) would consolidate these facilities and/or expand capacity at existing sites. Depending on the outcome of an Environmental Impact Study (EIS), the expansion may be consolidated at one site in Southwest Detroit, or implemented at four existing facilities located in and around Detroit.

A draft environmental impact statement for the project was completed in 2005, and Public Hearings were held in June of 2005. The Final EIS is expected to be completed in 2006, and will then be submitted to Federal Highway Administration (FHWA) for review and approval. No funds have been identified to complete this project.

Detroit River International Crossing Study (DRIC), Wayne County

In January, 2004, the Border Transportation Partnership completed a Planning/Need and Feasibility Study Report that documented the need for additional cross border capacity and recommended the pursuit of environmental clearance for a new or upgraded border crossing in the Windsor/Detroit area.

The Border Transportation Partnership will continue oversight of the environmental clearance process, ensuring that federal, state and provincial governments jointly plan border improvements.

The environmental study will result in the identification of a recommended alternative(s) to handle security concerns and support trade and tourism between Canada and the United States for the long term.

The schedule calls for completion of environmental clearance by the end of 2007. A scoping document has been developed and a scoping meeting was held in August of 2005. Several illustrative alternatives have been developed and will be evaluated according to environmental and mobility criteria in 2005. These alternatives spanned an area from Belle Isle, Detroit, to the City of Wyandotte. The area of focus has been narrowed to locations generally from the U.S. Steel facility north and east to the Ambassador Bridge area.

M-10, between Greenfield Road and I-94, Detroit

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark contained within SAFETEA-LU for this project will be used to reconstruct M-10 between Greenfield Road and I-94. Construction is scheduled for 2007.

Van Dyke Road Improvements from I-696 to Red Run Drain, City of Warren

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. MDOT will coordinate with our transportation stakeholders within the City of Warren to develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU.

M-85 Railroad grade separation, north of Van Horn Road, Trenton

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. MDOT will coordinate with our transportation stakeholders in Trenton to develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU.

Other Major Studies

In urban areas, major preservation activities may require significant environmental review. In the Metro Region, two environmental studies associated with future trunkline preservation work have been completed. They include:

M-85 Fort St. / Bascule Bridge Project, Wayne County

An Environmental Assessment for the Bascule Bridge on M-85 over the Rouge River in the City of Detroit has been completed.

A public hearing was held in late 2004 to announce the recommended alternative. The project is scheduled for construction to begin in 2007.

M-1 / M-102 Environmental Assessment Study, Wayne County and Oakland County.

An Environmental Assessment of the Woodward Avenue (M-1) bridge over Eight Mile Road (M-102) was completed in 2004, and a Finding of No Significant Impact (FONSI) was issued by the FHWA in 2005. The design phase of the project has begun with completion scheduled in 2006.

2006-2010 ROAD & BRIDGE PROGRAM

METRO **CAPACITY IMPROVEMENT**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
OAKLAND	11 MILE ROAD		FROM FRANKLIN ROAD TO EAST OF INKSTER ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0.000	CON	CON			
WAYNE	COUNTYWIDE		LIVERNOIS JUNCTION YARD	STUDIES		EPE				
OAKLAND	I-696		AT FRANKLIN ROAD INTERCHANGE	NEW INTERCHANGE-EXISTING ROUTE	1.065	CON	CON			
OAKLAND	I-75 (Walter Chrysler)		NORTH PERIMETER ROAD INTERCHANGE TO NORTH OF M-24	ADD 1+ LANE 0.5 MI LONG		PE				
OAKLAND	I-75 (Walter Chrysler)		AT CROOKS ROAD INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING			PE			
OAKLAND	I-75		AT M-59 INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING		EPE				
OAKLAND	I-75 (Walter P Chrysler Freeway)		AT CROOKS ROAD, CITY OF TROY, OAKLAND COUNTY.	STUDIES		EPE	EPE			
WAYNE	I-75		AT THE AMBASSADOR BRIDGE	INTERCHANGE REDESIGN & UPGRADING	1.946	CON	CON	CON		
WAYNE	I-75		AT THE AMBASSADOR BRIDGE	INTERCHANGE REDESIGN & UPGRADING		ROW				
WAYNE	I-75		AT THE AMBASSADOR BRIDGE	INTERCHANGE REDESIGN & UPGRADING		PE				
WAYNE	I-94		I-96 TO CONNER AVE IN DETROIT	STUDIES		EPE				
ST. CLAIR	I-94/BLUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	STUDIES		EPE	EPE			
ST. CLAIR	I-94/BLUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	STUDIES		ROW	ROW	ROW	ROW	ROW
ST. CLAIR	I-94/BLUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	STUDIES			PE	PE	PE	PE
OAKLAND	I-96	JT	AT WIXOM ROAD INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING	0.827		CON	CON	CON	CON
OAKLAND	I-96	JT	AT WIXOM ROAD INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING			ROW			
OAKLAND	I-96		AT WIXOM ROAD INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING			PE			
OAKLAND	I-96	JT	AT GRAND RIVER AVENUE AND WIXOM ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0.250		CON	CON	CON	CON
OAKLAND	I-96	JT	AT GRAND RIVER AVENUE AND WIXOM ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M			ROW			
WAYNE	I-BS-375		JEFFERSON AVENUE WEST TO SOUTH OF I-75	INTERCHANGE REDESIGN & UPGRADING		PE				
MACOMB	M-53		27 1/2 MILE ROAD TO 34 MILE ROAD	SOUND BARRIER TYPE I (REQUIRED) - NEW R	0.001		CON			
MACOMB	M-53		27 1/2 MILE ROAD TO 34 MILE ROAD	SOUND BARRIER TYPE I (REQUIRED) - NEW R		PE				
MACOMB	M-53		AT 18 1/2 MILE ROAD & VAN DYKE	NOISE BARRIER TYPE I ON EXISTING ROUTE	0.720					CON
MACOMB	M-53		AT 18 1/2 MILE ROAD & VAN DYKE	NOISE BARRIER TYPE I ON EXISTING ROUTE				PE	PE	
OAKLAND	M-59		AT CROOKS ROAD INTERCHANGE	REPLACE BRIDGE, ADD LANES		PE				
OAKLAND	M-59 EB		AT SQUIRREL ROAD	NOISE BARRIER TYPE I ON EXISTING ROUTE	0.246	CON	CON			
OAKLAND	NORTHWESTERN CONNECTOR (M-		AT 14 MILE & HAGGERTY, & DRAKE, & FARMINGTON ROADS	ADD'L LANES UP TO 0.5 M		PE				
					5.055					

2006-2010 ROAD & BRIDGE PROGRAM

METRO **NEW ROADS (CAPACITY EXPANSION)**

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
WAYNE	DETROIT RIVER INTNTL CROSSING		SE MICHIGAN & SW ONTARIO	NEW ROUTES		EPE	EPE	EPE		
					0.000					

Multi-Modal Expansion Program

2006-2010

Five Year Transportation Program

airports, which including improvements at locally owned airports.

- Economic development loans and grants for rail-dependent business and industry.

Expansion may also result from increased federal transit funding under SAFETEA-LU, both in terms of increased formula apportionments and High Priority Project earmarks. However, the increased funding will also serve to keep up with the increased costs of operating and maintaining existing systems.

Transit expansion that may be facilitated with the $114.4 million in New Starts earmarks included in SAFETEA-LU - $14.4 million for the Grand Rapids area and $100 million for the Ann Arbor to Detroit corridor - are not yet included in MDOT's Five Year Transportation Program. Final implementation timelines have not yet been set for these two projects, and it has not yet been determined if the projects will be a state or local lead.

Another transit expansion effort under way is the Midwest Regional Rail System (MWRRS) Initiative. The initiative reflects a fundamental change in the delivery of intercity passenger rail service in the Midwest, primarily using existing rail rights-of-way shared with freight and commuter rail to provide increased train speeds, frequency, system connectivity and service reliability. In Michigan, this could result in up to nine daily round trips between Detroit and Chicago consisting of a mix of express and local service.

The MWRRS initiative would be a major infrastructure project consisting of a total capital cost of $7.7 billion ($6.6 billion in infrastructure and $1.1 billion in train equipment) extending over a 10-year period. Michigan's portion of this infrastructure investment would be $1.1 billion. It is estimated that development of this system would create 2,000 permanent jobs and 8,000 construction jobs. There are no state or federal funds for this project included in MDOT's Five Year Transportation Program.

While it is typical to plan and fund transportation projects five years in advance, the Transportation Economic Development Funds (TEDF) is a mechanism that allows MDOT the ability to respond quickly to economic development opportunities. The fund provides a means for state government, local agencies, and business to work together to meet the urgent demands placed upon the transportation system

Transportation Economic Development Fund Program (TEDF)

throughout the state. Between 2006 and 2010, the TEDF Category A (Target Industries) program will be responsive to specific development opportunities that attract private investment and create or retain Michigan jobs.

Examples of recent TEDF State Trunkline investments include the reconstruction of cross-overs, pavement milling, and resurfacing of Fort Street/M-85 between Schaefer and Oakwood in the City of Detroit; and intersection improvements to M-199 in Calhoun County.

MDOT's Metro Region performed major repairs on Fort Street/M-85 in support of Marathon Ashland Petroleum, LLC expansion plans. The expansion project will increase plant output and comply with the new environmental regulations. Without these improvements, the facility was facing closure and Michigan was facing the loss of the last remaining refinery in the state. Marathon Ashland will invest nearly $303 million in the facility and retain 302 employees. The cost of transportation improvements are $1,026,900 including $821,520 in state TEDF funds and $205,380 (20 percent) in MDOT Metro Region funds.

The MDOT Southwest Region will partner with the Andersons and the Calhoun County Road Commission to reconstruct the intersection of M-199 and B Drive North in Albion County. The project will include the consolidation and realignment of B Drive North and the extension of the turn lanes on M-199. These safety enhancements are necessary to accommodate large investments by Andersons Albion Ethanol LLC and Continental Carbonic Products, Inc.

Andersons Albion Ethanol LLC is constructing a new ethanol plant. The company considered sites in Nebraska, Iowa, and Indiana, but decided on the site in Albion, Michigan, in part due to commitments to improve access to the location. The new facility represents $86,000,000 in private investment and will create 33 new jobs. Continental Carbonic Products, Inc. specializes in manufacturing and distributing dry ice (solid carbon dioxide) and liquid carbon dioxide. The company will create 50 new jobs at its new $10,000,000 facility, which will be located next to the new ethanol plant.

The cost of the project is $198,500, including $120,500 in TEDF Category A funds, $30,000 from the Andersons, $32,000 from the Calhoun County Road Commission, and $16,000 from the MDOT Southwest Region.